



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

JAMES HALL

OF TYNEMOUTH



430



JAMES HALL,  
OF TYNEMOUTH.  
VOL. I.

"She remembered a great teacher of Oxford, the Master of Baliol (Dr. Jowett), who died a short time ago, once said to her, 'We shall come in the future to teach almost entirely by biography. We shall begin with the life that is most familiar to us, "The Life of Christ," and we shall more and more put before our children the great example of persons' lives, so that they shall have from the beginning heroes and friends in their thoughts.'"—MRS. HUMPHREY WARD.







James Hall

THE UNITED STATES OF AMERICA

DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

WASHINGTON, D. C.

OFFICE OF THE ASSISTANT ATTORNEY GENERAL

WASHINGTON, D. C.

WASHINGTON, D. C.

WASHINGTON, D. C.

AGE 3167



*James M. Hall*

JAMES HALL,  
OF TYNEMOUTH.

*A BENEFICENT LIFE OF A BUSY MAN  
OF BUSINESS.*

BY  
WILLIAM HAYWARD.

"All that I am my mother made me."—JOHN QUINCY ADAMS.  
"The world knows nothing of its greatest men."—HENRY TAYLOR

VOL. I.

FOR PRIVATE CIRCULATION ONLY.

London:  
HAZELL, WATSON, AND VINEY, LD.,  
1, CREED LANE, LUDGATE HILL, E.C.

MDCOCXCVI.

A9E3763

---

Printed by Hazell, Watson, & Viney, Ltd., London and Aylesbury.

## P R E F A C E .

---

"I must work the works of Him that sent Me."—JOHN ix. 4.

"Not slothful in business ; fervent in spirit ; serving the Lord."—ROM. xii. 11.

"Inasmuch as ye did it unto one of these My brethren, even these least, ye did it unto Me."—MATT. xxv. 40.

"The ultimate purpose of each individual man, as well as of all society, is the moral elevation of all men. This is our common vocation, this our common destiny. A happy destiny it is."—FICHTE.

"Lives of great men all remind us  
We can make our lives sublime,  
And, departing, leave behind us  
Footprints on the sands of time ;  
Footprints, that perhaps another,  
Sailing o'er life's solemn main,  
A forlorn and shipwrecked brother,  
Seeing, may take heart again."

LONGFELLOW.

**W**HILST death was playing sad havoc with many men up in years in the early part of 1895, I thought seriously over life and its labours ; its successes and failures ; the hopes and aims of men and what are often their results ; and how some lives are well employed, and others woefully wasted. In turning over in my mind these subjects, I thought of the active life and meritorious labours of my friend, Mr. James Hall, of Tynemouth ; and remembering how much he had done—

though then faintly realising all—and how little his life's work in the cause of humanity was known, outside, at least, of Tyneside, and especially in London, where I was then residing, I wondered how a record of his busy life—busy alike in business and philanthropy—could be obtained; for its results were greater and more beneficent than those of many men whose doings have been trumpeted forth with blazoned blast to the world. While thus pondering over the matter, and wondering how this object could be achieved, I received a letter from Mr. Hall, asking me if I would write a monogram of his life for the use of his children and their descendants when his life's work was done. I had written to his brother, Mr. John Hall, of Bywell Castle, just before the receipt of this letter, intimating that I had more leisure, just then, than I wanted, and he, it appears, had shown my letter to Mr. James Hall, who then wrote me as follows:—

“I have in my lifetime, at a cost of much labour, taken the initiative in certain movements, such as that of the loadline, of which Plimsoll, with the information I gave him, subsequently reaped the credit; also that which led to the extension of the County Courts in matters which previously were dealt with by the Admiralty, and in higher courts, in connection with mercantile matters. I also founded the Industrial Dwellings, twenty years ago, when the question of providing such dwellings for the working classes was not looked upon as it is to-day. I founded the first Training Ship, under the Industrial Schools Act, twenty-seven years ago; and some sixteen years ago founded the Homes at Whitley, under the Cottage Home system.

“ I have no desire to sing my own praises, but it has struck me that, to those who come after me in the second or third generation, such a record of my labours might be interesting; and I have pasted in a book memoranda which explain these events; and, if it were worth your while, I will place the work in your hands to write a monogram of such record. . . . I, of course, would expect that you would deal with such matter from a strictly impartial and conscientious point of view, and not as some might expect you to do, say more than the records of such work as I have done strictly justify.”

The offer so harmonised with my desire, that I at once embraced it, pleased to put on record the story of a life that was an honour to the individual himself, a credit to the family and the town of his birth, and a blessing to hundreds and thousands of people who much needed the benefits which he was instrumental in giving them. While living the life of a private citizen, with more than ordinary privacy, considering his position and relations, Mr. Hall has been a public benefactor; while immersed in business he has found time for deeds of mercy, of no slight labour and of vast and blessed results; and although seeking not the honours of parliamentary or civic life—the ambition of so many men of business, and not an unworthy but a highly laudable one, when sought in the service of the country and the community—he yet has added to the statutes of the country by his labours more than one Act of Parliament of vast importance and of undoubted beneficence. The record of such a life is, therefore, worth preserving as an illustration of what can be done even by men who have to face the keen competition



and deal with the ever-extending enterprise of England in such stirring times as the latter half of the Nineteenth Century, and who can win triumphs, not only in the busy walks of business life, but also in the often more difficult paths that the advanced legislator and the true and earnest philanthropist have to take.

In the spirit in which Mr. Hall asked me to undertake the work that he intended for the coming generations of his own family, I entered upon the pleasant task; but with a wider view than he suggested with that modesty which has characterised him throughout his busy life in every relation and aspect, in the hope that others than those of his immediate kith and kin may, at some future time, know the lessons of his active life and incessant labours; as others than his own family have been benefited by his self-sacrificing deeds and unceasing works of love in the hours of his leisure. The tale of such a life may act as a stimulus, as it is an example, to those who feel life has duties and responsibilities beyond those of mere money-getting, and show them that there are other honours and rewards than those which a "breath has made."

It is more than twenty years since I first became acquainted with Mr. Hall. I had known him by repute long before that time. Since then I have had ample opportunities of seeing and knowing him. We have travelled together, and walked and talked in the ordinary business of life and its leisure. For the past eight years I have seen comparatively little of him; but the good record of previous years has been maintained. Time, I find, has mellowed and not soured his kind and genial nature—for genial it is though often his face is "sicklied

o'er with a pale cast of thought"—with thoughts, indeed, that range through eternity and dwell with Christ-like yearning over suffering humanity. He feels the business of his life is nearly over; but, thankful for what he has been enabled to do, by the gifts and graces, means and opportunities vouchsafed by the providence of God, he waits—and yet works, not so energetically, but with as much heart—till he shall hear the last call of duty, and the welcome which the Father of All will give to those who have fought the good fight—echoing the voiced utterance of some of earth's benefited children—"Servant of God, well done!"

In dealing with the materials for this monogram, I may say in the language of Boswell, in his life of Dr. Johnson, "Instead of melting down my materials into one mass and constantly speaking in my own person, by which I might have appeared to have more merit in the execution of the work, I have resolved to adopt and enlarge upon the excellent plan of Mr. Mason, in his memoirs of Mr. Gray. Wherever narrative is necessary, to explain, connect, and supply, I furnish it to the best of my abilities; but in the chronological series of Johnson's life, which I trace as distinctly as I can, year by year, I produce, wherever it is in my power, his own minutes, letters, or conversation, believing that this mode is more lively, and will make my readers better acquainted with him than even most of those were who actually knew him, but could know him only partially; whereas there is here an accumulation of intelligence from various points by which his character is more fully understood and illustrated. Indeed, I cannot conceive a more perfect mode of writing any man's life,

than not only relating all the most important events of it in their order, but interweaving what he privately wrote, and said, and thought, by which mankind are enabled, as it were, to see him live, and to live o'er each scene with him, as he actually advanced through the several stages of his life." As to what I have done I may say with Byron,

" And what is writ, is writ,—  
Would it were worthier."

HIGHGATE, LONDON.

*August 7th, 1895.*

.

# CONTENTS OF VOL. I.



## BOOK I.

### *PRIVATE LIFE AND TRADE ENTERPRISES.*



#### CHAPTER I.

	PAGE
PROLOGUE . . . . .	1

#### CHAPTER II.

THE HALLS OF ELSDON AND OTTERBURN . . . .	9
---	---

#### CHAPTER III.

THE COOKES OF HEXHAM . . . . .	18
--------------------------------	----

#### CHAPTER IV.

PARENTAGE, BIRTH, AND SCHOOLDAYS . . . .	31
--	----

#### CHAPTER V.

FROM SCHOOL TO BUSINESS . . . . .	40
-----------------------------------	----

## CHAPTER VI.

TRADING AND OTHER EXPERIENCES IN ENGLAND AND	PAGE
FRANCE . . . . .	49

## CHAPTER VII.

BACK TO HOME AND FATHERLAND . . . . .	59
---------------------------------------	----

## CHAPTER VIII.

"HALL BROTHERS" AND "PALMER, HALL, & CO." .	63
---	----

## CHAPTER IX.

OTHER TRADE ENTERPRISES . . . . .	72
-----------------------------------	----

## CHAPTER X.

PUBLIC OFFICES AND POLITICAL ACTION . . . . .	79
---	----

## CHAPTER XI.

MARRIAGE AND VISIT TO THE HOLY LAND . . . . .	99
---	----

## CHAPTER XII.

HOME AND HOME LIFE . . . . .	132
------------------------------	-----

## CHAPTER XIII.

ART IN THE HOME AND OUT OF IT . . . . .	145
---	-----

## BOOK II.

*PUBLIC AND PATRIOTIC LABOURS.*

## CHAPTER I.

MEASUREMENT OF COALS AND SHIPS, AND LIGHT DUES	PAGE 167
--	-------------

## CHAPTER II.

ESTABLISHMENT OF TRIBUNALS OF COMMERCE . . .	181
--	-----

## CHAPTER III.

THE LOADLINE FOR SHIPS . . . . .	214
----------------------------------	-----

## CHAPTER IV.

THE PLIMSOLL AGITATION . . . . .	243
----------------------------------	-----

## CHAPTER V.

SEAMEN'S LIFE INSURANCE . . . . .	268
-----------------------------------	-----

## CHAPTER VI.

ENGLAND AS A MILITARY POWER . . . . .	290
---------------------------------------	-----

## CHAPTER VII.

THE SUPPLY OF SEAMEN TO THE MERCANTILE MARINE AND NAVY . . . . .	308
---	-----

---

CHAPTER VIII.	
	PAGE
PROPOSED TYNE MARINERS' INSTITUTION . . .	321
CHAPTER IX.	
NEWCASTLE INDUSTRIAL DWELLINGS . . .	326
CHAPTER X.	
TECHNICAL EDUCATION AND TEMPERANCE EFFORTS .	346
CHAPTER XI.	
MISCELLANEOUS PUBLIC LABOURS . . .	356

**BOOK I.**

***PRIVATE LIFE AND BUSINESS ENTERPRISES.***





## CHAPTER I.

### PROLOGUE.

"A still small voice spake unto me,  
Thou art so full of misery,  
Were it not better not to be?"


"A life of nothings, nothing worth—  
From that first nothing ere his birth  
To that last nothing under earth."—TENNYSON.

"The world is too much with us; late and soon,  
Getting and spending, we lay waste our powers."  
WORDSWORTH.

"Despite those titles, power, and pelf,  
The wretch concentr'd all on self,  
Living, shall forfeit all renown,  
And doubly dying shall go down  
To the vile dust from whence he sprung,  
Unwept, unhonour'd, and unsung."—SCOTT.

"Rothschild's celebrity will expire on the day of his death. Immortality can be earned, not bought. Here are before us the effigies of men who have gloriously cultivated liberal arts; their busts I have met with in every part of Europe; but nowhere have I found a statue erected to the honour of a man who has devoted his life to making money."—DON JOSE DE SALAMONICA, *the great Spanish railway contractor*.

"Whatsoever a man soweth, that shall he also reap. . . . And let us not be weary in well doing; for in due season we shall reap if we faint not. So then as we have opportunity, let us work that which is good toward all men."—ST. PAUL.

“S life worth living?” is a question that has often been asked of late years, and at a time when, considering the progress that has been made in knowledge, the increase of wealth, of the means of comfort, and of the sources of enjoyment, it might be supposed that such a question would be the last that would be asked, especially among thinking men, towards the close of the nineteenth century of the Christian era, and after fifty years of unexampled development in all that goes to gratify the tastes and needs, desires and aspirations of men. Yet so it is, and by some to whom the want of the means of living has not been the reason for their asking the question. It is generally asked by those whose life has in some respects been a failure, and some part of whose life has not received its desired satisfaction—men who have missed their mark, gone astray, or only half-employed the powers, time, and opportunities that a bountiful Providence has given them. They are men who have reason to lament over the past—gone and gone for ever; and who have not made the most, or rather not striven to make the most, of life and its infinite possibilities; for men who have done their best and failed in a good work are not self-condemned if unsuccessful; nor yet despairing, believing the good seed will one day spring up—perchance a hundredfold. As the busy man never finds time hang heavily on his hands, so the man who tries to make the best of what lies before him—trials or triumphs, joys or sorrows—never laments in the pessimistic language of the inquiry quoted; but finds life worth living, and with more, much more in it than he can desire, use, or enjoy; and enough in it to satisfy the needs and yearnings of body, mind, and soul. He finds, indeed, that every sense may

be gratified with satisfaction where all that is given is properly used, and that the varied faculties of the mind may be fully employed and developed to a condition that vastly increases the powers of enjoyment of "the vision and the faculty divine," while the moral nature may be so cultured and used as to make life one of love and good works—life and labour also, being full of love—the charity that never faileth.

And this may be not the dream only of the enthusiast or philosopher, or the experience solely of the anchorite or priest; but the enduring vision and sweet and satisfying experience of the man of the world, the busy man of business, of the merchant prince, or of the captain of industry. "Is it possible to make the best of both worlds"—of this life and of that which is to come? asked the Rev. Thomas Binney, some forty years ago, in a sermon preached in his native town, Newcastle-upon-Tyne; an inquiry which he subsequently enlarged upon and more fully answered in a book with that title. The story that we are about to tell answers this question in the way indicated in the inquiry; and also in respect to the duality of worlds that exists around us, in which, however, the devotion to the getting of money often leads to the neglect of the duties in regard to men. Indeed, the lesson of Mr. Hall's life is the indication of the enormous possibilities in the "higher life," as it is sometimes called, that lie within the reach of the ordinary man of business, where there is a consecration of the life to the service of humanity, which, according to the gospel of Christ, is the service of God. The Positivist's creed, which is only the true Christian's practice, may be the busy man's recreation, as it has been with Mr. Hall. And in the practice of the highest form of practical socialism the leisure of a merchant may be fully and

successfully spent. Indeed, it may be, as in this case, while the man of "light and leading" is talking of things philanthropic, the man of action and business tact may be doing them ; taking "occasion by the hand" with the enterprise and energy, promptitude and determination in matters of a philanthropic character that he shows in the everyday business of his life ; and the work be done while the idealist is dreaming of accomplishing it.

How much good can be done by a man while treading the common walks of everyday life is seen in the institutions which the advocacy and exertions of Mr. Hall have called into existence ; in the beneficent legislative measures that he has initiated ; and in the societies that he has promoted—all of which are of such a character as to show that the good of the individual or of society was the predominating purpose of the promoter. And the creation of one of the benevolent institutions ; the passing of one of the life, property, or time-saving Acts ; or the establishment of one of the public organisations for the security of trade, which Mr. Hall has been chiefly instrumental in bringing about, would in itself have been a good life's work,—a work, that if all men in like circumstances were to do, would soon bring about a real millennium. But when these great legal changes, desired reforms, and beneficent institutions are numbered by the score, then that life has been a valuable one, worth living, and its record is as great as it is good. And though Mr. Hall should pass to the grave, like some of earth's noblest men and greatest benefactors, untitled, and almost unknown, yet his monuments will be the institutions he has created ; his reward the blessings of those whom he has helped to save from destruction—body and soul, by sea and land ; for he has stretched forth his hand to the orphan, and helped to save the wife from

becoming a widow before the usual limit of life was reached. He has indeed set an example that others might with honour and satisfaction follow. A life so spent is well worth living ; and if only as an illustration of what a man in business, and in many businesses, may do for the benefit of his fellows, the story of his life is worth recording, reading, and pondering over.

It is not the life of a great man, as some men count greatness—not the life of a man born with a silver spoon in his mouth, not of one of earth's favoured ones. It is that of one who sprang from the ranks, from a good stock, it is true ; of one who had to fight his way practically from the lowest rung in the ladder of life, and who succeeded in winning success in business, became eminent as a merchant in one of the busiest towns in England, and who did something towards making Tyneside what Mr. Gladstone, on visiting the Tyne nearly forty years ago, declared it to be—the busiest industrial place on the face of the earth. But Mr. Hall was successful also in the highest of all duties—in saving men, body and soul, plucking the neglected, forsaken, and abandoned ones, as “brands from the burning” ; and hundreds upon hundreds of good men and women are blessing his name to-day, the world over—and will for years to come, and are grateful for what he has done for them.

Such a life is worth living, and its labour worth recording, if only to strengthen and encourage others in their labours for God and man, and not to weary in well doing, for in due season they shall also reap. It is a tale not of the “pursuit of knowledge under difficulties,” but of goodness, of benefit to others—the altruism that goes beyond the family or the individual to the great family of man. And on the higher prin-

ciple of altruism—of Christianity, for Christ is the highest altruism personified and exemplified, for He came “to seek and to save the lost”—the needy has been the special object of Mr. Hall’s care; and the saving from ruin—prevention rather than cure, preservation rather than restoration—has been the purpose in the most of his public and benevolent efforts. And in thus seeking to bless and benefit others he has been blessed himself. The good we do lives after us, and in doing good we find

“That golden key  
That opes the palace of eternity.”

## CHAPTER II.

### *THE HALLS OF ELSDON AND OTTERBURN.*

"But on and up where nature's heart  
Beats strong amid the hills."—MILNE .

"Howe'er it be, it seems to me,  
'Tis only noble to be good ;  
Kind hearts are more than coronets,  
And simple faith than Norman blood."—TENNYSON.

"While on we stray, an' winding turn  
Round meadows waving green,  
We'll come to bonnie Otterburn—  
Of a' the dale the queen.  
Beyond her battlefield of fame,  
Renown'd in British lore,  
She has on us a deeper claim—  
She was our home of yore."—ROBERT WHITE.

"Farewell to pleasant Dilston Hall,  
My father's ancient seat ;  
A stranger now must call thee his,  
Which gars my heart to greet.

"Albeit that here in London town  
It is my fate to die,  
O carry me to Northumberland,  
In my father's grave to lie."  
SURTEES' "*Lord Derwentwater's Farewell.*"

"Sweet Redesdale, through thy winding glens  
No more shall hostile tumult roar ;  
Wi' note forlorn, the bugle horn  
Shall echo from thy hills no more.



Umfraville, "on condition that he should keep it free from *wolves and thieves*." The lordship of Elsdon was possessed in the time of Edward I. by Luke Clennel, then it passed to Sir Ralph Grey of Chillingham, afterwards to the Howards of Overacres, who sold it to the first Duke of Northumberland. Elsdon is only three miles from Otterburn, the scene of the Battle of "Chevy Chase"—the bloody battle between the Scotch and English in 1388, when Henry Percy, "Hotspur," was taken prisoner, and Earl Douglas, the Scotch general, was slain—a battle in which, according to Sir John Froissart, "there were taken and left dead on the field on the side of the English 1040 men of all descriptions; in the pursuit 1840, and more than 1000 wounded. Of the Scots there were about 100 slain, and 200 made prisoners."

The manor and villa of Otterburn were possessed by the Umfravilles, and belonged to the Crown in the time of Queen Elizabeth, but afterwards passed to the family of Hall, a family that was thickly scattered about that part of Northumberland two or three hundred years ago. In the reign of Queen Anne the manor and villa of Otterburn belonged to John Hall, Esq., who was captain of a train band. He joined the rebels in the ill-fated rising of the Earl of Derwentwater in 1715, for which offence he was executed at Tyburn in 1716, and his forfeited estates were purchased by Gabriel Hall, Esq., of Catcleugh, from whose son Reynold they passed by will in 1745 to Robert Ellison, Esq., of Newcastle, and from him to his son, Henry Ellison, Esq., of Whitehaven, in whose lifetime they were purchased by Mr. Storey, of North Shields, who built the village. After Mr. Storey's death they were sold by a decree of the Court of Chancery. The manor and demesne lands were purchased by James Ellis, Esq., who resided at Otterburn Hall, which

occupies the site of the old castle, according to Parson's and White's "History of Northumberland."

A later writer says of the new building at Otterburn:—

"A handsome structure built by the late owner, Thomas James, Esq. It has incorporated with it about the dining-room and library a small portion of the old bell-tower. The old Border stronghold was of great strength, for, according to Froissart, the Scots in 1388, just before the battle of Otterburn, attacked it so long and so unsuccessfully that they were fatigued, and therefore sounded a retreat. At the beginning of the fifteenth century it was in the possession of Sir Robert Umfraville. Not a century later it had passed into the hands of the Halls, once the most powerful among the clans of Redesdale. One member of this family, who on account of his eccentric humours and dissipated habits was called 'Mad Jack Ha', was 'out' with the Earl of Derwentwater in 1751, and taken prisoner at Preston. When sentenced to die as a traitor he said 'God's will be done.' Reprieved five times, he was at last executed at Tyburn, and his estates were forfeited to the Crown. Readers of Harrison Ainsworth's 'Preston Fight' will remember the part this wild, reckless character plays in the novel."

Mr. Tomlinson, in his "Guide to Northumberland," further says of the Redesdale men:—

"Those amongst the dalesmen were most esteemed who soonest in youth began to practise themselves in thefts and robberies, for in these they delighted, boasted, and exercised themselves. They were divided into clans, each of which had rank and precedence according to its numerical strength. That of Hall was the greatest and of most reputation, and next to it, the Reeds, Potts, Hedleys, Spoors, Dargs, Fletchers, etc."

Of another home of the Halls, the same writer says:—

"Two miles north is *Catcleugh*, the old mansion of the

Halls, who purchased Otterburn Tower after the attainder of 'Mad Jack Ha', which has been converted into a farmhouse, and is surrounded by some fine trees, particularly elms, which thrive well here."

The late Dr. Charlton in his "Historical Evidences of North Tynedale," says: "John Hall, of Otterburn, another of the Commissioners in 1552, keeper of Redesdale in 1 Eliz., having fifty-eight horsemen of his own name, and named in 1586 as one who could give information about the Borders, and Thomas Hall, of the Munkkarage, gent.," were two of the arbitrators between the Charltons of Hesleyside and the Charltons of Leehall, as to the boundaries between their properties. He adds, "In 1568 the heirs of Gabriel Hall had land in four places in Redesdale."

In the parish register of Elsdon the name of Hall frequently occurs. In fact, about two hundred years ago the Halls appear to have been the principal inhabitants of the district, if we may judge from the records of the parish of the then great events of parochial registration—births, deaths, and marriages. Taking two pages of the register, the first two that are dated, of the earliest record existing—for the year 1673, there are found the following entries:—

"(Oct.) 20. Nicholas Hall of Sils, and Dor(othy S)nowdon of Bickerton, in ye p'ish of Roth(bury) was maryed by licence from John Dawson.

"Isaac Nicholson, of East Nook, and Eliza(beth) Hall of Ravenscleugh was maryed. Banes pub. 3.

"Anthony the son of William Hall of Elisha, and Jane his wife was baptized.

"3. Thomas, the sonn of Anthony Hall of Horslee, and Julyan his wife, was baptised.

"December ye 17th. Jane Hall of Hudspeth, buryd."

Out of eleven entries five relate to the Halls of Elsdon and its neighbourhood, and more or less the same preponderance of the name appears in the registers that have been published, of those who were married or given in marriage, born or buried at that time. In the records of the next century, among the names of the "four and twenty" men constituting the "parish council" of the period, or vestrymen, appear the names of ten Halls out of the four and twenty men: Alex. Hall, of Monkridge; Jo. Hall, of Hadderwick; Gab. Hall, of Catcleugh; Gab. Hall, of Ottercops; Thomas Hall, of Shitlecleugh; Wm. Hall, of Lofthouse; Roger Hall, of Stobs; Alex. Hall, of Elsdon; John Hall, of Ouracres, and John Hall, of Dudlees, Senr. In another list there is John Hall of Otterburn, Esq.—probably the John Hall who was executed as a rebel—and John Hall of Shutlelength, besides the names of the Halls already mentioned; and in the assessments of that time, out of about forty recorded on the list, eleven bear the name of Hall, and one of the assessments is the largest but one in the record. The assessments were for the poor and other parochial expenses, and some of the charges were for "foxes' heads," one shilling each being paid for them. In the relief lists given the name of Hall does not occur with the frequency that it does in the assessment lists. In one of the fullest lists, that for 1700, it occurs only five times out of fifty names. One is a widow, another a cripple, and a third a "sonn"—probably an orphan. The grant was sixpence generally, and that was, it appears, the whole amount of the grant per annum (for other sums for 1701 and 1702 are placed opposite to the same names in the list of 1700). More was paid for the heads of foxes—items of six shillings and fourpence and fifteen shillings and tenpence appearing in the accounts

—than for the relief of the poor. The levies were sometimes one penny and at other times twopence or threepence ; and in 1710 it was agreed that the “ whole remains of the poor money in the hands of the churchwardens shall be laid out for discharging the court fees, fox heads, or other accounts.”

These old records of the simple annals of the rich and poor are all that remain of the history of the inhabitants of the parish in many cases. These parish records tell their own tale at times, very briefly but very pithily :—“ Andrew Rudderford of Elsdon buried. *Very poor.*” “ Mabell, ye posthum daughter of Cuthbert Robson, of Carsualles was baptised——” (born after her father’s death). “ 1701. April 2. A begar was buried under ye name of Jane Davison ” (probably not her real name, as a doubt is implied in the entry). Somebody’s child resting among strangers unwept and unknown.

In one case there appears to have been an extra effort made for church repairs, and £64 6s. 9d. was raised, to which Mr. Gabriel Hall’s contribution was £4 8s. 10d., the largest sum save two items—one from John Mulcaster of £7, which he received from “ ye collectors.” Of this sum £2 was paid “ p. ten yards off Holland cloath to be a surplush,” “ p. making ye same and wanted 2 yards which cost 6s. 8d., all which is 2 lb.” (1) This was before the days of Board Schools.

A hundred years later the Halls are less numerous in the Elsdon Parish Directory, and while the old places—Catcleugh, Shutleheugh, and Hetherwick—remain, others than the Halls or their descendants, at least in the male line, occupy the old lands of the Halls ; and of those that then retained the old family name, some had gone into businesses other than that of farming, in which the Halls were engaged as the occupiers or owners of farms and

estates, which retained their names until the middle of the present century, and may yet. Some of the owners had probably fled with John Hall, after the rebellion of the early part of the last century, and others may, like many of the natives of such places, have emigrated to the towns. Some of them, indeed, it would appear from a statement made by the late Dr. Charlton, settled, probably after the Battle of Culloden, in Sutherlandshire, where Mr. John Hall, on his journeys into Scotland many years ago, found that the descendants of these Halls were large sheep farmers, holding at that time some of the largest sheep runs in the shire.

Such appears to have been the case with Mr. James Hall's forefathers ; but whether he is a descendant of the Halls of Monkridge Hall, or the Halls of the Riding, of Dudlees, or of Elsdon, or of Todholes ; of the Halls of Hadderwick, or of Yaitsfield, of Knightside, or of Greenchester, or of James Hall of "Ye Hole," or Thomas Hall of Shurtleheugh ; or of the Halls of Birdhope or of Ravenscleugh, of "Ye Ironhouse," or of Lowcarrick ; or of the family of John Hall, who died for the Stuarts at Tyburn, is not recorded ; but from Elsdon the predecessors of Mr. James Hall came.

His father was Mr. Bentham Hall, described in the Newcastle Directory of 1827 as "Carver, gilder, etc., 75, Pilgrim Street." He married Miss Cooke of Hexham. The Cookes were an old Hexhamshire family, some of whom are yet to the fore and hold their place among the tradesmen of the ancient abbey town, which is considered by some of its inhabitants as the very heart or centre of Great Britain, although the Cheviot was the separating line when the island was divided between Scotch and English.

## CHAPTER III.

### *THE COOKES OF HEXHAM*


"A good name is rather to be chosen than great riches."—PROVERBS.

"Came in William's reign,  
The Norman brand; the blood without a stain;  
From the fierce Dane, and under Saxon clear,  
Pict, Irish, Scot, or Cambrian mountaineer;  
But the pure Norman was the sacred spring."—CRABBE.

"This island spot of unreclaimed rude earth,  
The cradle that received thee at thy birth,  
Was rock'd by many a rough Norwegian blast,  
And Danish howlings scar'd thee as they pass'd;  
For thou was born amid the din of arms  
And suck'd a breast that panted with alarms.  
The Romans taught thy stubborn knee to bow,  
Though twice a Cæsar could not bend thee now."

COWPER.

"Each in his narrow cell for ever laid  
The rude forefathers of the hamlet sleep."—GRAY.

HE Cookes were, indeed, a very old Hexham family, the records going back for three hundred years with respect to their transactions in land, as will be seen from the following letter written by Mr. Hall's cousin, Mr. William Cooke, of Hexham, under date of October 22nd, 1891 :—

"DEAR JAMES,—Some few years ago I got the Messrs. Gibson to send one of their clerks with me to a room in old Manor Office, where the earlier records were kept, for the purpose of having a look into them. They contain the earliest

entries of the 'Surrender' of all and the 'admission' to all copyhold property which has changed ownership in the Manor of Hexham during the last three hundred years. The first and earliest name entered therein is John Cooke, well known to be one of your forefathers, showing that he was not only one of the oldest families, but also one of considerable position and great standing in the ancient town of Hexham. I have no further trace of the family until your great grandfather, John Cooke, appears in the line of descent. He also must have had a considerable amount of property, owning the Hags (now called Hackwood), the West Beacon (now called Loughbrow), besides other lands, and several houses in the town as well. His tombstone is now placed within the porch as you enter the Abbey Church. I had it removed from the ground over which stood 'The Lady's Chapel,' in which the family were all interred up to that period when burials were no longer allowed within the walls of a church. This also gives proof that the family of Cooke held some considerable position in their native town. The said John Cooke (your great-grandfather) had three sons, and, I believe, three daughters—viz., William, John, and Thomas; and Margaret. The other two daughters married and left Hexham. One became a Mrs. Gillespie, the other Mrs. ——. William inherited the Hags and a good portion of house property; and John—his brother, and your grandfather—the Beacon, the back-street house, and all the house property in the Long Yard. The Rev. Thomas had an annuity out of the whole. The daughters had money legacies. Margaret became Mrs. Fairlamb, from whom descended Robert and George Fairlamb of Sunderland, and Nelly, Mrs. Wealleans, of Shields, and Jane, Mrs. Hudson of Monkwearmouth Grange,—mother to the late George Hudson who recently died and left £200,000 to found some charitable institution in Sunderland. Robert and George Fairlamb left two sons and one daughter, viz., Robert and George and their sister Margaret, who married and left two daughters, now living at the Grange, to whom Mr. Hudson left the remainder of his great wealth.



They (the Misses Thompson) are getting into the 'sear and yellow leaf.' John Cooke's family I need not notice. William, of the Haggs, had three sons and three daughters, viz., William, Robert, and John, and Margaret, Mary, and Ann. The first went into Norfolk when a young man; Robert died early in life; and John, best known by the name of 'Jackey,' went to his brother and was in Norfolk many years doing what I cannot say; but when I knew him he was living with his sister, Mrs. Stokoe, at the Haggs, and was then an old man. He was a sort of money broker. The sisters—viz., Margaret, Mary, and Ann—were all married. The first had three husbands. The last was Stokoe. She had upwards of £200 a year from landed property, besides a good deal of money. Mary was married to a person of the name of Dixon, a ship-builder of Sunderland. Ann was married to a person named Spearman, and he was connected with a coal-mine. William, the son of William, as I stated before, went into Norfolk to reside, and was there many years, until he was an old man of about eighty-six, and came to take possession of his property—the Haggs, which was left him by his father; where he died almost in poverty. He was a gentleman in every sense of the word. Very tall, had a most commanding aspect, and possessed a knowledge on almost every subject. He was a good mathematician, a mechanic, and from his vast experience in agricultural matters he was proficient. He was often called upon to appear before committees of the House of Commons to give his experience and opinion relating to land and its cultivation and improvement, with the object of a larger production. When he died, his death was noticed in the *Times* in a long article. He and the late Lord Coke (afterwards the Earl of Leicester) were personal friends. I think they both died on the same day. The one had genius and the other had the means to carry out any scheme or improvement in agricultural implements—the plough in particular—which both felt largely interested in. I have read a letter which Mr. Cooke had from the Duke of Wellington respecting a plough the Duke had

bought of him. Speaking of the Duke reminds me of a manuscript work on the plough, all illustrated with figures, written by Mr. Cooke a short time before he died. It was called, 'An Analysis of the Plough,' and dedicated to Field Marshal the Duke of Wellington by Field Ploughman William Cooke.

"Whether it was ever published or not I cannot say. He had a son called Layton (his only son), who was also a man of great ability. He was the author of a most comprehensive work on Land Surveying, 2 vols. quarto. He also had the honour of being called several times before a committee of the House of Commons for his opinion on various subjects, as well as having submitted 'The Sliding Scale' (Corn Laws) to the late Mr. George Golburn, then in the Ministry, which was accepted and adopted by the Government. When the late Sir Robert Peel was Prime Minister he was again invited to submit the drafts of another sliding scale, which was also adopted, with the alteration of one figure only, a copy of which was shown to me by his father. This clearly shows that Layton Cooke was a man of great ability and possessing a thorough knowledge of the subject he had taken in hand to perfect.

"Next comes Thomas (the divine), undoubtedly a very learned man, who from his long study of Scripture and its doctrines, his self-denying life, his long and weary travels on foot, not only through England but also through Scotland and Ireland, and often enough without money, were causes more than sufficient to break down the very strongest of men. Yet withal he was full of love and benevolence to all with whom he came in contact. On one occasion, while travelling, he was met by a poor man, who solicited him for aid; and as he was without money, he took his very vest off and gave it, having nothing else to give. Again, on another occasion, when he was travelling in Ireland and on his way to Dublin, he was met by a poor creature who asked his aid; and having but one coin in his possession, which was a guinea, he gave it

at once, feeling assured that God would provide. And on his arrival he went to the post office; and there was a letter for him containing five pounds, and it was from 'an unknown friend.' He died in November, 1783, and was buried in Newcastle, but some little time after that his remains were removed to Hexham and were re-interred in that portion of the Abbey Church where the rest of his family were buried. At the time of his decease there appeared in one of the Newcastle papers a poem written to his memory. I have made inquiries at the office of the *Courant*, and the file of that paper has been looked over for it, but nothing was found. I suppose it must have been published in the *Chronicle*. It began as follows:—

“‘Peace to his shade, and be it ever blessed,  
In the bright regions of eternal rest:  
Where no malignant tongue can blight his fame  
Or turn to ridicule his honoured name.’

“I had more of the verses, but they are now forgotten. I received them from the late Mrs. Wealleans, of Shields. She gave them from memory.

“I think I have written all I know respecting your mother’s family.”

The following is the account of the Rev. Thomas Cooke, as given in Sykes’ *Local Records*, under the date of 1783:—

“*November 15th.*—Died at his lodgings near the Forth, Newcastle, the Rev. Mr. Thomas Cooke. Mr. Cooke was the son of a shoemaker at Hexham, and born in the year 1719. He had his education as King’s scholar, at Durham School and afterwards entered in Queen’s College, Oxford, in which he took the degree of M.A. In due time he was ordained, and not long after was the curate of Embleton, in Northumberland. Here a turn for mysteries led him to study mystic writers, and he soon caught the same enthusiastic flame which warmed

them ; and was looked on as a second Jacob Behmen,\* though he had some notions peculiar to himself ; for here he publicly, as well as privately, maintained that the Christian dispensation did not abrogate the Mosaic institutions, and actually supported his doctrine of the necessity of circumcision by practising it upon himself. It was on this occasion that he assumed the names of Adam Moses Emanuel, and ever after constantly signed himself A. M. E. Cooke, even when he became more cool and temperate, and less under the influence of his former extraordinary notions. While he was curate at Embleton he also made an attempt to follow the example of Christ in fasting forty days, and, what is astonishing indeed, had resolution and strength to fast seventeen days without a taste of anything whatever, and for twelve days more to allow himself each day only a trifling crust of bread and a draught of water. In short, so strange were the notions he broached, and so extravagant his behaviour, that he incurred the displeasure and reprehension of his superiors in the Church, and was by them soon discharged from his curacy. On this our *Jewish Christian*, in his canonicals, and with a long beard, the growth of which he had for some time encouraged, went to London, where he commenced author, and published many pieces of unintelligible jargon, in politics and divinity, etc., two plays, and many whimsical projects, amongst others, one for collecting all the markets into one grand subterraneous one under Fleet Street. It was here he first signalised himself by street preaching, which he afterwards frequently practised wherever he went, particularly in this town and in Oxford, where, after hearing the University sermons in St. Mary's, he used to give the text a *second* discussion in the street, in which he generally took excessive liberties with the first. And, strange

---

\* "Jacob Behmen was a mystic philosopher of Germany, who treated of the creation of the world, the nature of God, of man, of animals, plants, etc., etc., most voluminously, but in so obscure and difficult a style that even his own disciples could not understand him."

as his sentiments and expressions were, larded with long though faithful extracts from the Classics and the Hebrew Bible, he had always, in the latter place, a numerous, respectable, and attentive audience. When in London he conceived the odd notion that all the good things of this world should be common, and even this notion he in some degree put in practice. For he would go into a coffee-house in the morning, and take to his own use the first muffin and pot of coffee he saw set on any of the tables. The strangeness of his appearance, or the knowledge of his character, used to screen him from the expostulations on the part of the gentlemen for whom the breakfast was intended. Nor did he meet with interruptions from the waiters till he had finished, and, after saying a short grace, was going towards the door without discharging the reckoning. The coffee-house master would then expostulate, while he would prove by *mode and figure* that the good things of this world were common. The bucks would then form a ring for the disputants, till the one would be obliged to give up the contest, unable to make objections to arguments brought by the other from *Talmudists*, and from Hebrew, Greek, and Latin authors. After he had gone on for some time in this eccentric manner in London, the charity of some clergymen got him sent to Bedlam, where he stayed two or three years. When discharged from thence, he travelled over the greatest part of Scotland on foot, without a single farthing in his pocket, subsisting, as he says in one of his pamphlets, by the contributions of the well-disposed. He then went to Ireland, and after travelling over the greatest part of that kingdom on foot, went to Dublin in 1760, where he was kindly entertained for some time by the Society of Trinity College. When he returned to England he visited Oxford, where much notice was taken of him by some gentlemen of distinction, particularly by the head of one of the colleges, with whom he lodged. He, about this time, formed the project of visiting the interior parts of North America, a project which, till within a few years before his death, he wished to put into

execution, but never could from the state of his finances. After living in London many years, he came down into this country, and until a few years before his death, subsisted on a pension allowed him by the 'Society of the Sons of the Clergy,' amusing himself with writing odes, letters, epigrams, strictures of one kind or other, and, which was his last undertaking, a plan for the alteration of St. Nicholas' Church in Newcastle, and a project for making what he called a grand universal Church, upon true evangelical principles."

Such is the record of one of Mr. Hall's ancestors by his mother's side, described in the early part of this century as a mystic-like Jacob Behmen; but he appears to have been an eighteenth-century Count Tolstoi in some things; a practical socialist in others; a street preacher, when Methodism was young, and dealing with many of the political, social, economical as well as theological problems of the day, anticipating many of the reformers of this age, and dreaming of the unification of the Churches—the dream of to-day. While an ardent admirer of the Jewish economy—a latter-day weakness—he was a writer of plays as well as a preacher of sermons; a projector of novel architectural schemes, and a disputant with coffee-room wits and college dons: versatile, certainly, if genius and madness were combined in him as in others.

The worship of one's ancestors is not confined to the Chinese, even in these enlightened days and in this Christian country. And there is still left some pride of birth, where there is anything to be proud of, although the late Poet Laureate somewhat laughed at this common weakness in human nature when he sang:—

"From yon blue heaven above us bent  
The grand old gardener and his wife  
Smile at the claims of long descent,"

It is natural, however, to be proud of our ancestors when they possess the nobility of goodness and have an honourable record. Such appears to have been the character of the progenitors of the parents of Mr. Hall, although one of them may have been hung at Tyburn as a Jacobin rebel, and others may have had a short shrieve on some of the marauding expeditions so common in the Borders before the union of England and Scotland took place.

Mrs. Josephine E. Butler in the "Memoir of John Grey of Dilston," her father, who was a Northumbrian and lived on the banks of the Tweed, of the Till, and of the Tyne, writes :—

"After the battle of Flodden the Border warfare degenerated into a system of recriminative plunder, which continued until comparatively recent times. It is only a few generations back that our Northumbrians used to watch the fords all night long with their trained mastiffs, to prevent the Scotch carrying away their cattle. At one of the early meetings of the Highland Society at Kelso, my father said: 'There was a time, and that at no distant period, when, had it been possible for such animals as we have seen to-day to exist, it would have required the escort of our honourable vice-president, Sir John Hope, and his cavalry, in bringing each lot to the show ground, to secure it against the chance of being roasted among the heather of the Highlands, or boiled in the pots of Cumberland.'"

In speaking of the Border people, Mr. James Hall, of The Common, Wooler, in his "Guide to Glendale," says :—

"The system of lifting one's neighbours' gear out of revenge for injuries, or even out of pure love of mischief and adventure,

was perhaps at its height on the Borders in the reign of James I. of England. It was also carried to a great extent during the reigns of Charles II. and William III., and was by no means unusual in the early part of last century. The Armstrongs, Littles, and Crosiers, of Liddesdale, and the debatable lands among the Cheviots; the Charltons and Robsons of North Tyneside; the Halls of Reedwater; the Snowdons of Coquetdale, were amongst the most notorious 'reiving' families of the seventeenth century. Very often they formed clans in the particular districts to which they belonged, and some of their mostroopers' tales are full of interest."

Of such a stock came Lord Armstrong, the Charltons of Hesleyside, and the Halls of Newcastle—men of adventure, enterprise, and perseverance in the various walks of life into which they were thrown; men of courage, and as resourceful as they were adventuresome—like their forefathers.

In the last century the men of the Border were described as sullen and ferocious; but Mackenzie, the local historian seventy years ago, says he found them "sober, shrewd, hospitable, and with a strong taste for religious disputations," spread by a "few gloomy apostles of a lifeless Calvinism coming now and then from over the Border," as Mrs. Butler says. The Northumbrians were like the soil and climate—rugged; for centuries they had been a fighting race, fighting for the land of their birth, or the land which they as Picts and Scots, Romans or Danes, Saxons or Normans had seized. The blood of all these aggressive nations was no doubt in the veins of the people of the Borderland that was in the occupation of the Romans for a few centuries, and was occupied by later invaders, the races that have made the English people what they are to-day—resolute and aggressive, masterful and enterprising, migratory, and yet as capable



"This royal throne of Kings, this sceptred isle,  
This earth of Majesty, this seat of Mars,  
This other Eden, demi-paradise ;  
This fortress, built by Nature for herself  
Against infection and the hand of war ;  
This happy breed of men, this little world,  
This precious stone set in the silver sea,  
Which serves it in the office of a wall,  
Or as a moat defensive to a house,  
Against the envy of less happier lands ;  
This blessed plot, this earth, this realm, this England !"

## CHAPTER IV.

### *PARENTAGE, BIRTH, AND SCHOOLDAYS.*

"He lives to build, not boast, a generous race;  
No tenth transmitter of a foolish face."—SAVAGE.

"We'll shine in more substantial honours,  
And to be noble, we'll be good."—WINIFREDA.

"What can ennoble sots, or slaves, or cowards?  
Alas! not all the blood of all the Howards."—POPE.

"Our coal and coasting trade used to be the nursery for your navy. We gave you Collingwood, one of the most perfect and symmetrical of characters. We gave you a Lord Chancellor who, whatever were his delays, had fewer of his decisions reversed than most others. We gave you the Prime Minister who carried your [first] Reform Bill. We have given you poets and mathematicians; and you have some men in London now moving in the higher paths of general literature, who came from us. The subject of this discourse ('Algernon, the Good,' Duke of Northumberland) gave you your screw fighting-ships; and another North man gave you your Armstrong guns. What is still better, one of our colliers, or at least one who had to do with the Northumberland coal pits—a man who thought he was made for life when he got twelve shillings a week—was the father of your railway system. And his son, inheriting his genius, has left a name that the world will not willingly let die. The poor Killingworth boy earned for himself his public funeral, and now sleeps in Westminster Abbey with poets, and orators, and statesmen, and warriors, and nobles, and kings."—DR. THOMAS BINNEY.

**B**ETWEEN 1715, when the people of Northumberland, after the rising under the ill-fated Earl of Derwentwater, had to leave hearth and home, and lose, in some instances, head and heritage, and 1775, one branch of the Elsdon Halls had migrated southward, following the River

Reed until it joined the North Tyne and the North Tyne till it joined the South Tyne, and both streams were united in the River Tyne. It was at West Acomb, in the parish of St. John Lee, a large, straggling village about two miles north of Hexham, that Mr. James Hall's father was born on August 7th, 1775. He was the son of William Hall, and died at Newcastle-on-Tyne on October 8th, 1859, aged eighty-four years. He was named Bentham, a name borne by another Hall, a linen and woollen draper in Hexham in 1825, and it was given to his eldest son, who also bore the name of grandfather and father. Bentham Hall was married to Eleanor Ann, daughter of John Cooke of the Beacon, Hexham. She was born on October 10th, 1792, and died at Newcastle on February 3rd, 1868, aged seventy-five years. The family of the Cookes, who were for generations, as we have seen, connected with the landed interest and the trade of Hexham, were fellmongers and glove manufacturers before skins and gloves were imported from abroad as they are to-day. At that time these trades were good businesses; and although Hexham was not an incorporated town, it had four incorporated companies or trades, who exercised the right of monopoly as strictly, we are told, as in municipal corporate bodies. These trades were weavers, tanners and shoemakers, skinners and glovers and hatters; and in these trades fifty years ago were the Cookes and the Riddleys, the Nevisons and the Dodds. So late as that period Hexham could boast of twelve glove manufacturers, and about an equal number of tanners and fellmongers.

Mr. Bentham Hall did not belong to these incorporated trades. He learnt his craft, of a wood carver, at Newcastle. He served his apprenticeship with Messrs.

“Richard Farrington & Brothers, shipbuilders, cabinet makers, upholsterers, carvers and gilders, and joiners, Farrington’s Court, 8, Bigg Market, and North Shore.” In the days of wooden ships the carver occupied the place that the cabinet makers and joiners do in these days of iron ocean-going steamers. Messrs. Farrington were an important firm and were freemen of Newcastle, and by servitude under them Mr. Bentham Hall became a freeman of Newcastle. Mr. Bentham Hall commenced business as a carver and gilder, etc., at 75, Pilgrim’s Street, a shop which he occupied for the many years he was in business. It was pulled down a few years ago, when the new Police buildings and Magistrate’s Court were erected in Pilgrim Street. In the house connected with the shop Mr. Bentham Hall lived until he gave up business, and all his children were born there; his wife, who was seventeen years his junior, surviving him nine years. Of the family, which consisted of three sons and three daughters, James, the subject of this Memoir, was the youngest. He was born, according to the “Family Bible” record, on October 31st, 1826; but there had evidently been some mistake in the entry of the birth with regard to the date given, as, according to the baptismal register of All Saints’ Church, Newcastle, he was baptised on October 26th, 1826. The entry of such events in the Family Bible is not always—probably rarely—made at the time of birth: the baptismal entry in the church register is usually made at the time of the ceremony.

When Mr. Hall was born Newcastle was a very different place to what it is to-day; and the River Tyne and its trade were just as insignificant relatively to the present vastly developed condition, as the city and its surroundings with their present population of 200,000

is greater than it was in the decade in which Mr. Hall was born, when it had, according to the census of 1821, 55,274 inhabitants. Then its walls, of which only some fragments are left, enclosed its residents to a large extent ; and outside of the walls, which ran on the west side of Pandon Dene and round by Blackett Street and Gallowgate to the Forth and Close, lay the fields, over which the plough was passing. Pandon Dene was then like Jesmond Dene now, but less carefully attended to, although quite as rustic as the " Burn " is to-day. West of the Forth, on which the Central Station now stands, the fields lay open to the westerly breezes, and where the Elswick Engine Works stretch for a mile or two now there were the haughs, where juvenile Newcastle strolled and bathed, and the " Annie Island," which has been removed by the dredger along with the " King's Meadow " ; the latter an island a mile long, which now only exists in the records of the past, although it was so large that horse races could be run on it. Now, the largest iron-clads, launched from the Elswick Ship-building Yard and Ordnance and Engine Works, float over the deep water that dredging has made where the islands had been in the river for ages. Mr. Hall's life covers the period of the great development of the railway system, and the application of steam to ocean traffic, in which he has taken part. When he was born the first railway was just being opened ; steamboats were confined to river traffic, chiefly a packet plying occasionally to Sunderland and Warkworth in summer time, and another to Berwick, Dunbar, and Leith. These vessels had engines of ten horse-power, and the aggregate amount of horse-power belonging to steamers on the Tyne in 1827 was reckoned at four hundred horses. To-day single steamers are built of fifteen thousand horse-

power. Of the fleet of steamers which Mr. Hall and his brother have managed and partly owned, a single vessel's engine—and they had at one time nearly thirty steamers and ships—was of greater horse-power than the whole aggregate power of the steamers of the Tyne when he saw the light of day.

Pilgrim Street, the place of his birth, "got its name from the pilgrims who came from all parts of the kingdom to worship at our Lady's Chapel at Jesmond," says Bourne, the old local historian ; but Brand, a later historian, supposes that the "pilgrims came hither too, to visit certain reliques of St. Francis that were preserved in the house of Grey Friars, near the head of the street." Before the castle was built, from which the town took the name of Newcastle, which it still bears, it was called Monkchester ; and in 1292 Pilgrim Street "was called 'Vicus Peregrinorum'—the street of pilgrims ;" and Gray, another historian, describes it as the "longest and fairest street in the town." In the beginning of the last century it was the residence of the aristocracy of Newcastle. The Erick Burn was then an open stream, toward which sloped the gardens of the houses in Pilgrim Street. Beyond it lay the Carliol Croft, where the gaol now stands. It was then a large green field, bounded by the town wall, outside which was the then romantic and sylvan dene of Pandon. The Croft was generally frequented on a summer evening by the gentry of that part of the town. At the beginning of this century, below the High Bridge in Pilgrim Street were the houses of the families whose names are yet "household words"—the men of note of the period—the Harles and Bigges, the Clennells and Fenwicks, the Claytons and Collingwoods, the Whites and the Ogles—old town and county families, whose descendants are still to

of free burgesses paid a quarterage of 5s. each, and the sons of non-freemen 15s. each, which payments were divided equally between the second and third masters, the other masters being beneficed clergymen with grants from the Corporation of £150 and £120 respectively. At this school, in the long course of years, Bishop Ridley, the martyr, Dr. Akenside, the poet, Colonel Lilburn, Lord Eldon, Lord Stowell, and Lord Collingwood, among other distinguished men, were taught. After being a short time at the Spital School Mr. Hall was removed to Mr. Hay's Academy, St. Mary's Place, Northumberland Street, which was then one of the principal middle-class schools in the town, and at which a good number of Newcastle men of position were educated.

Boys were not then kept so long at school as they are to-day. The subjects were not so numerous, and neither school years nor holidays so long as at present. The Grammar School was high class and preparatory for the Universities; the middle-class schools were for commercial training. The subjects were few, the three R's.—reading, writing, and arithmetic; but the pupils were thoroughly drilled in all three. The arithmetic included a little also of mathematics and algebra; and the reading and writing included spelling and composition; while the writing was that of a writing master. Two specimens of Mr. Hall's writing at that time are still preserved. One is of large hand and half text, written in June 1835; and it would do for a "copyhead," so perfectly are the characters formed. A letter written from school, as a specimen of his writing to his parents, is a model of good penmanship:—

"MY DEAR PARENTS,—The approach of the holidays affords

me another opportunity of presenting to you a few lines as a specimen of my writing. I trust that my improvement in this branch, as well as in my other studies, is such as will merit your approbation.

“ I remain, my dear parents,

“ Your dutiful son,

“ JAMES HALL.”

The style of writing, the arrangement of the letter on the paper, the sentiments expressed, even to the lesson in the line which preceded the signature, “ Your dutiful son,” were such as could not be otherwise than most useful to him in life—lessons that some men of to-day, whose education does not cease before they reach their ’teens, and not until after they have passed them, have not learnt.




## CHAPTER V.

### *FROM SCHOOL TO BUSINESS.*

"In the lexicon of youth, which fate reserves  
For a bright manhood, there is no such word  
As—*fail*." BULWER LYTTON.

"A sacred burden is this life ye bear;  
Look on it, lift it, bear it solemnly,  
Stand up and walk beneath it steadfastly:  
Fail not for sorrow, falter not for sin,  
But onward, upward, till the goal ye win."  
F. A. KEMBLE.

"I look back to those times with great pleasure, and I am almost sorry that I have not to go through the same experience again; for I reaped more pleasure when I had not a sixpence in my pocket, studying in a garret in Edinburgh, than I now find when sitting amidst all the elegancies and comforts of a parlour."—WILLIAM CHAMBERS.

IKE most of the boys at that time who were going to business, whether at the bench or the desk, Mr. Hall left school when he was about eleven years of age. Then in most trades there were seven years of apprenticeship, and before being apprenticed it was necessary to know whether the boy liked the trade, or the trade was suitable for the lad; and so this experiment had to be made, and the boy's liking and fitness for a trade had to be determined, before he was fourteen years of age. Hence he left school early.

Mr. Hall entered the office of Mr. Thomas Wooster,

junior, on July 17th, 1838, where his brother John had already found employment. Mr. Wooster was a wharfinger, and the offices were at the Folly Wharf on the New Quay, Newcastle. And that was the beginning of a connection with business matters and with shipping of the two brothers, who ultimately became well known in the shipping world as Hall Brothers, Shipowners, Newcastle.

In more respects than one the mother laid the fortune of the two young men, or rather boys, then entering upon their business life. She is spoken of as having more "go" in her than her husband, who, however, was not without ability in his profession, and certainly not lacking in goodness of heart, whatever he might want in the way of pushing in business—a business in which he brought up his eldest son, William Bentham Hall. The other sons looked out for something different, their inclinations evidently going in a different direction. In those days there was the possibility of every man becoming a master. It was the day of small things; but of small beginnings and great endings. To-day, combination and association—collectivism rather than individualism is the order of the day; but it is more difficult now generally for a man to rise in business than it was, or to make honestly a large business out of nothing, unless he is a man of very great energy or fertility of resources.

When the boys were ready for business Mrs. Hall began to look about with a view of getting them placed. The eldest was, as we have seen, in his father's workshop, learning the art of a carver, and John, the next in age, had to be found a situation. Mrs. Hall made free to call upon the Controller of the Customs, whom she knew, to see if he could find a place for her son

John in the Custom House. His advice is remembered by the youth, who was then most interested in the reply. The controller said, "Mrs. Hall, don't let your boy come here. There is no promotion. Get him into an office on the Quay." Promotion in those days went slowly, and went by favour—political influence chiefly—and there were plenty of younger sons of the "clergy, gentry, and aristocracy," as the upper ten were then called, waiting for the good places in all Government offices. The same influences are at work in the very highest offices yet ; but then it ran all through from the lowest. The advice was taken. The youth was got into an office on the Quay, Mr. Wooster's, and that was the beginning of the successful career of the two brothers as merchants and shipowners ; and perseverance on the Quay did more than patronage might have done in the Civil Service, though, as sons of a freeman, that patronage might have been got when the freemen were a political power in the country and especially in Newcastle.

First days in any new occupation, whether at school or at work, are eventful days ; and the first day at business was of this character, not only to John, who had the experience, but to James, who at school was wondering about it. When John returned home in the evening James asked eagerly how he liked being in an office. John replied, off-handedly, after the manner of boys, "Oh, first-rate !" The younger brother replied, "I will go into an office too ;" and he went shortly afterwards and into the same office. But it was not to office work as now understood. It was not all desk work, nor all play, nor short as school hours.

It was while at the wharfinger's that the first deep impression in respect to the dangers of the sea was

made upon the brothers, who were then just entering upon a very necessary and useful, but often dangerous business. But their ancestry had been used to face dangers in the field, and they could face them on the flood, if necessary. Mr. Wooster was agent for steamers that were running at that time between the Tyne and Hull and also Leith. One night a vessel named the *Northern Yacht*, bound for Leith, under the command of a Captain Middlemiss, left the wharf. It was midnight when she sailed. John Hall had checked the last entries of passengers and goods. She landed a passenger at North Berwick and was never heard of again—crew and passengers, cargo and boat being lost, as many thousands before and since have been in the sea, which swallows ships, as time does man and his works. This event made a deep impression on the youthful minds of those who gave the parting salute to the captain and crew whom they were never more to see.

Mr. James Hall left the employment of Mr. Wooster on March 15th, 1840, and entered into the office of the Newcastle, Hamburg, and Rotterdam Steam Shipping Company, where he remained until February 4th, 1841, when the company was wound up. Then he went into the office of John Henry Wilson for one week, from the 6th to the 13th of February, 1841. Mr. James Hall knew the value and the need of money; and he looks back to the time, as the happiest moment of his life, when he was able to hand to his mother his first quarter's salary of thirty-five shillings! And he felt prouder and happier then, perhaps, than he has ever done since, although his transactions have been in thousands and tens of thousands of pounds sterling. And this sweet pleasure, never to be forgotten and never again to be experienced to the same extent in

of the church in which Knox had preached, and in which men of ability then, as in times before and since, have preached. The good influences of that period have never left any of the children who worshipped in the old family pew at St. Nicholas, which has, however, been replaced by the new seats, placed in the choir, at the cost of Mr. John Hall, one of the young worshippers, and who has otherwise beautified and contributed to the restoration of the church, and its consecration as a cathedral. Those happy hours of childhood were sanctified with the gracious influences which piety, domestic virtues, and a good life give; and of parents and preachers it may be said, through all the years since that period, that they, "being dead, yet speaketh."

Of course there was much of human nature in that home, with its trials and struggles, as there is in every home. Perfection does not belong to humanity. The best of us know a good deal more than we practise, and can preach better than we can perform. The Halls were a loving and united family, and remained so even when the revered heads of it had passed away. But some of the old Border blood would occasionally crop out in these descendants of a fighting race; and once two of the brothers, John and James, quarrelled, and came to blows as boys: even the best of brothers will at times, though generally without doing much harm to each other. The father, to give them a fright, called in a passing policeman, whose appearance in the kitchen speedily stopped the combat. James faced the intruder with an independence that an Englishman has when his castle is invaded; but John retired somewhat crest-fallen before the majesty of the law, on the very spot where, subsequently, for years as a magistrate, he has administered justice, and upheld the dignity and the

authority of the law ; and he ever afterwards had a respect for the guardians of the peace and the majesty of the law.

In holiday times there were rambles down the "Burn," which the Rev. Thomas Binney, on one of his last visits to Newcastle, drove in a cab to see, recalling the pleasant hours he had spent there ; probably bathing, as the Halls, and the boys of that and earlier and later periods, had done, in the "washing tubs," the mill race that crosses the stream that runs down the deep declivity of Lambert's Leap ; or in the deep pool at "Tempest Vale," a little higher up the stream below the dam that fed the race ; or in the "the green water pool" still further up the stream, made deep enough to be a test for the swimming powers of the youth who sought to cross it by the dam that held back the waters of the stream which, while in winter was often turbulent enough, in summer purred over its stony bed, in murmurs sweet and low. To-day that valley is one of the loveliest in all England ; and Scotland has nothing prettier than it. But before Lord Armstrong had made its banks and braes the abode of every conceivable plant and shrub and tree suited for the climate, and laid it out with taste, yet without destroying its natural beauty, it was a charming place, with its precipitous banks, and lofty trees, and whins, and ferns, and bluebells ; its murmuring stream fed by miniature waterfalls and rills ; its rustic mills perched on its rocky sides, with their races and water-wheels so picturesquely situated, and so quietly doing their work, without rendering impure either air or water. Then in the summer-time the love of the beautiful in nature and of rambling to see the beautiful in nature was begotten in these youths ; as a love of the sea was fostered by visits to Tynemouth, where the

family were taken ; or to which the youths tramped, when other modes were not so handy or so cheap as they are to-day, and when money was not so plentiful with them as it afterwards became.

Dr. Binney felt, as he afterwards said, a melancholy joy in going over the old scenes, then still dear to him, for he felt with Tennyson, who expressed the thought of older poets, like Chaucer and Dante—

“ This is truth the poet sings,  
That a sorrow's crown of sorrow is remembering happier things.”

But as Tennyson also sings—

“ 'Tis better to have loved and lost,  
Than never to have loved at all.”

So it is better to have lived and endured life, even when “the almond tree flourishes, and the grasshopper becomes a burden and desire fails,” than never to have lived—even if never to have enjoyed life, if that can be said of any soul of man that has found the sweet influences of a mother's love, or a brother's and sister's care ; of the genial sunlight and the smiling face of nature ; or the bountifulness of Mother Earth, when she is God's hand-maiden, feeding His children with all necessary for their earthly existence ; to say nothing of the sweet influences and the sense of the divine love and presence in man's earthly journey to the better land.

## CHAPTER VI.

### *TRADING AND OTHER EXPERIENCES IN ENGLAND AND FRANCE.*

"There is a tide in the affairs of men,  
Which, taken at the flood, leads on to fortune ;  
Omitted, all the voyage of their life  
Is bound in shallows, and in miseries."

SHAKESPEARE.

"Great thoughts, great feelings came to them  
Like instincts, unawares."—MONCKTON MILNES.

"But is it sure that study will repay  
The more attentive and forbearing? Nay,  
The farm, the ship, the humble shop have each  
Gains which severest studies seldom reach."—CRABBE.



N August 13th, 1841, Mr. Hall entered the office of Messrs. Palmer, Beckwith, & Co., a step fraught with great possibilities and immense results. In this firm Mr. George Palmer, who had been a sea captain, trading in the Greenland whale fishery business, was the principal partner. They were shipbrokers and shipowners, in the small way of that day. In the following year, on February 19th, 1842, the partnership was dissolved, Mr. Beckwith leaving ; and the firm then consisted of Mr. George Palmer and Mr. Charles Mark Palmer—father and son ; the latter now Sir Charles Mark Palmer. James Hall was bound an apprentice to the firm for



three years, and entered upon the duties of his new occupation with the energy and activity, perseverance and resourcefulness which have throughout life characterised him in whatever he undertook, in business or in works of a philanthropic or public character. The hours were long and the labours great at that time. Travelling was not easy, whether at home or abroad, and Mr. Hall had his share of both in the new situation he filled. The position, however, gave him opportunities for learning the chief business on the Quayside, Newcastle, at that time. There were then no docks at Jarrow or Howden. All the ships went to Newcastle with general cargoes. The fleet of John Graham, the wharfinger, lay at the High Crane, close to the old Tyne Bridge, with cargoes from the East Indies ; and a fine sight the river presented when it was practically the docks of the port. The Quayside was then, indeed, a busy place ; what with "runners"—men looking after the captains whose ships wanted charters ; "porter pokemen"—men who delivered the goods from the ships, the "dockers" of the period, but a well-paid class of men ; and the carts and cartmen of the "free porters" ; to say nothing of the merchants, who did their business largely on the open Quay, which was the Exchange of the period, the present Exchange being then the fish market. There were only sailing ships at that time for long voyages ; but they were varied—everything from a sloop to a three-master—and picturesque, especially the Dutch luggers, with their broad stems and sterns, bright colours and captains' wives (of like build), with their pretty caps—no bonnets—and bright handkerchiefs and coloured dresses.

The first iron vessel that entered the Tyne was in March 1840, the *John Garrow* of Liverpool, of eight hundred tons burthen ; and the first iron steamer built on

the Tyne was launched at Walker on September 23rd, 1842. She was called the *Prince Albert*, and led the way to a new and enormous development in the way of shipbuilding and shipowning; iron taking the place of wood in the hulls of the vessels, and steam and engines the place of wind and sails in the motive power that drove the steamers the world over. Ships of many nations were found at the Quay, and many languages could be heard there at any time of the day or night. James Hall had learnt something of Latin at school. The knowledge and pronounciation of the French language he picked up from the French captains who came to the office; his lessons in the grammar of that language he got from M. D'Acosta afterwards. Some years later, when in Marseilles, he mastered the Italian language sufficiently for travelling and general trade purposes; and had at another period of his business life twelve months at the German language with Herr Lowenberg, who credited Mr. Hall with being the best pupil he had ever had. Mr. Hall has not, however, maintained his proficiency in that language, and for want of using it has lost most of what he learnt.

After the expiration of his apprenticeship Mr. Hall still remained with Messrs. G. & C. M. Palmer, whose business had been greatly extended; and it then embraced the timber and coal trades, of which he got a practical knowledge, so far as relates to the commercial aspect of these two important trades, then the leading trades in the district.

In 1846 Mr. Hall was sent by his employers to Marseilles to look into the affairs of a firm in that city with whom they did a large business. Mr. George Palmer went with him, but returned shortly afterwards, leaving Mr. Hall to go into the position of the firm.

The result of his investigation led him to make the firm bankrupt, and he remained there nearly twelve months looking after the interests of his principals.

Instead, however, of returning home, Mr. Hall entered into the employment of a large company that was erecting works for the purifying and desilverising of lead and for the manufacturing of lead pipes. The manager, who was an Englishman, died very soon after his engagement, and Mr. Hall, who had only been engaged and employed as an accountant, was appointed to succeed him as manager of the works, the technical part of the operations, however, being conducted by practical English workmen. Mr. Hall remained in the service of this company about two years, when he returned to England, leaving with the respect of all concerned in the undertaking. Indeed, the leading partner in the company, who also carried on extensive mining operations in Spain, and his son, who succeeded him, from the time Mr. Hall commenced business on his own account down to the present day have received through Mr. Hall's firm their supplies of coke and coal.

Towards the latter end of Mr. Hall's stay at Marseilles he was approached by an officer of Her Majesty's Navy (Mr. Graham), who had left his vessel in the Persian Gulf, and returned *vid* Mosul on the Tigris. This gentleman was deputed by Mr. Rassam, whose brother accompanied the British army in Abyssinia, to select a man to act under Mr. Rassam at Mosul, at which place he had recently been appointed British Consul. Mr. Hall being an Englishman, and having a knowledge of the French language, was considered equal to fulfil the requirements of the position. An engagement was entered into for three years' service, and preparations

made for undertaking the new duties—duties of a diplomatic rather than of a commercial character. Mosul is considered one of the hottest places on the face of the globe. In winter, it was represented to him that the inhabitants slept at the top of the house, and in summer in caves underneath them. As Mosul was subject to attacks of the lawless tribes inhabiting the Kurdistan Mountains, Mr. Hall was supplied with a list of clothes and also of arms he should take with him, and the route he had to take to reach his destination. Aleppo was the starting point, and the journey by land would take about twenty days. The caravans by which he would travel were to be accompanied by Turkish horsemen, and those villages where the inhabitants were at home had to be avoided. The salary agreed upon was exceedingly moderate ; but at the last moment the arrangement was broken off by reason of a condition being introduced that no salary was to be paid until the end of the three years ! This practically made Mr. Hall's detention at Mosul obligatory. Nineveh lies on the Tigris and opposite to Mosul ; and Mr. Layard makes reference to the important service rendered him by Mr. Rassam in procuring labour, etc., during his excavations among the ruins of that old-world city. If this arrangement had been carried out it would have completely changed the future of Mr. Hall's life. But it was evidently not so ordained—certainly it was not accomplished, or much in the history of Mr. Hall's career, as we shall see, would have been different from what it is to-day.

While Mr. Hall was managing the lead works at Marseilles, the Revolution of 1848 broke out in Paris, and for some days the town of Marseilles was in the hands of the insurgents, during which period his em-

ployers had to fly from Marseilles. In the works in question foreign labour was principally employed, the greater portion of the men being Spaniards, Italians, and Piedmontese, under English direction. On two occasions the French insurgents came to demand that Mr. Hall should dismiss the foreign workmen. He replied that Frenchmen could not do the work of these foreigners. As the insurgents used threatening language, he barricaded the works, and applied to the authorities of the town to strengthen his position by a body of soldiers. He was, however, informed that the town had no men to spare, and in case of need he must fall back upon the troops stationed at the gas works which lay between him and the town. The insurgents accompanied their demands by singing at the gate of the works a portion of the opera of Charles VI., in which is the song of "*Jamais en France l'Anglais ne régnera*," a magnificent song in music and sentiment, but breathing death to the English.

The works lay outside of the town, and one intensely dark night Mr. Hall and one of the English foremen were taking, towards midnight, a walk to the town, when Mr. Hall, who was walking several yards in advance of his companion, was seized by the throat, and would probably have been strangled or assassinated—as the locality abounded with bad characters, and assassination at that time was no uncommon occurrence; but for the fact that just then the heavy footsteps of his companion were heard, when the assailant immediately released his grasp and fled. So dark was the night that Mr. Hall could not see in which direction the man disappeared.

Mr. Hall's Marseilles experiences were not without their effect upon his future life, and not without their interest.

*La Belle France* spent her Sabbaths somewhat differently to what the English people did, especially near the Scottish Borders fifty years ago, and especially in revolutionary times and in the home of the *Marseilles Hymn*. But Mr. Hall took pleasure in getting away from the gay city life on the Sundays, and he and his companions went long walks to see the neighbouring country. Once he and four others determined to walk to the port of La Ciotat. They set out late on the Saturday night, with the view of having the next day in the seaport, to which they were bound. They got there all right, but it was a long walk of many miles, and after spending the day in seeing the place, they set out in the afternoon for their return march. When they got about half-way back to the small town of Cassis, returning by a road different from that which they had taken in going, they went into a restaurant to have some refreshment. On coming out in the dark they mistook their way and took a wrong turn. After tramping on for some hours they came in sight of a lighthouse, but from its appearance and position, they knew it could not be that of Marseilles, which they expected they were nearing. Meeting a cartman they asked him what place it was, and they found to their intense disappointment that it was the port they had spent the day in and left long hours before. The man told them if they went straight ahead the way they had come, it would lead them to Aubagne, which was on the way to Marseilles, a fact which they only too painfully knew. They retraced their steps, but when they got to Aubagne, footsore and weary, Mr. Hall and two of his companions determined to stay all night, or all of the night that was left, in the caravanseri, the only sleeping-place they could get, and the place in which the drivers of the vehicles travelling that way had to sleep.

Wearied as they were, they were thankful for that resting-place rather than having to tramp without resting the miles that lay between them and Marseilles. Two of the party—a German and a Dutchman—determined, however, as they had to be at business in the morning, to push on. They set out, but they had not gone far before it began to rain heavily, and the walking under such conditions was too much for the German. It brought on some disease, and he never went back to the office. Those who stayed had in some respects a stranger, if less sad experience, but one that ended satisfactorily and pleasantly, and tested the ingenuity of Mr. Hall.

In the morning the three young men went into a *café* for breakfast. They were as hungry as hounds after their long walk and sound sleep; but when they came to take stock of their funds to pay the reckoning they found that they had each spent the previous day about all the money they had with them, and had not money to pay for their beds or the hearty breakfasts they had eaten. They wanted to go by the diligence too, instead of walking; they had had enough of that for a time. In their dilemma and difficulty Mr. Hall suggested that they should stay in the *café*—be a hostage to their host—until he went to the diligence office and saw whether he could borrow sufficient money to release his companions and get trusted to the amount of the diligence fare till they could get to Marseilles, where Mr. Hall had money enough in his lodgings to meet all their needs. Mr. Hall managed to talk over the cashier at the diligence office, and returned with money to release his two friends, whom he had left in pledge with the host of the *café*. They were not only released, but seats were taken in the diligence for them; so they rode, instead of walked into Marseilles, and not much sadder if wiser men than they

left. But the two young men were yet under the surveillance of the driver of the diligence, in which they remained until Mr. Hall returned from his lodgings with money to satisfy the claims of the diligence driver against himself and his comrades in a temporary distress.

This incident in his daily life and in his early days indicates not a little of the work that Mr. Hall voluntarily undertook for others as well as for himself, and the amount of faith he had in himself and in others. He had great faith in himself and was not wanting in trust in humanity; and the resourcefulness he has shown in business matters for himself and for others, as well as in the many enterprises of a public and charitable character he has undertaken, was fully manifested in this novel experience of a day's outing, in which a wrong turn had been taken—not an unusual thing in a strange place or in a new undertaking. And it has not been the last financial trouble that he has had in hand for himself and others, and by patience and perseverance, faith in himself and humanity, and by daring but dutiful and determined effort, fought through to an equally successful issue; and by means that, if troublesome and laborious at the time, have yet not been without compensation; as in this case, where the remembrance of the mode he adopted to get out of the difficulty has given infinitely more pleasure and satisfaction than the trouble it cost at the time. He was trusted by his friends, the *café* keeper, and the diligence people; and the trust was not misplaced in a difficulty that could not be anticipated, and that was met in an honourable way and in a manner that was as resourceful as it was unpremeditated.

Knapsack on back he went at night on another occasion to see the sunrise from an eminence some distance from Marseilles. It was deemed to be a



beautiful sight and worth going to see. He was accompanied by two or three friends. They tramped for hours and for miles ; and it was a very hot night. His friend with the knapsack, which the travellers carried by turns, got lost in the dark, and when Mr. Hall reached the place of observation, dusty and thirsty, weary and perspiring, he could have drunk anything, but there was not a drop of anything to be got. Fortunately his friend with the knapsack turned up shortly afterwards, and they then were refreshed, viewed the splendid sunrise, and returned home afterwards to town, more thirsty, and dustier, and dirtier than ever. But they had accomplished their task—if they had not ascended Mount Blanc, nor seen the spectre of the Brocken.

In sight seeing, language learning, management of men and works, and in getting to know the habits and customs, laws and modes of Frenchmen, Mr. Hall spent his life in Marseilles not without profit, pleasure, and satisfaction.

## CHAPTER VII.

### *BACK TO HOME AND FATHERLAND.*

"Where'er I roam, whatever realms I see,  
My heart untravell'd fondly turns to thee;  
Still to my brother turns with ceaseless pain,  
And drags at each remove a lengthening chain."

GOLDSMITH.

"England, with all thy faults, I love thee still—  
My country! And while yet a nook is left  
Where English minds and manners may be found,  
Shall be constrain'd to love thee. Though thy clime  
Be fickle, and the year most part deform'd  
With dripping rains, or wither'd by a frost,  
I would not yet exchange thy sullen skies  
And fields without a flower, for warmer France  
With all her vines."

COWPER.

**M**R. HALL remained, as we have said, in the employment of the lead company at Marseilles about two years, and left because his advice in regard to a certain appointment that was de had not been followed. Within two years the apany had great reason to regret they had not taken advice and acted as he suggested. They, however, preciated his action, and he kept their friendship and fidence. The journey from Newcastle to Marseilles 1846 was a very different matter to what it is lay. Much of the travelling in France had to be ie by diligence and on the inland rivers. Whereas day the distance can be covered in twenty-five hours

from London, it then took about five days of weary travelling.

Mr. Hall was glad to get back to England and see the old folks at home, who were quite as glad to see him. He had kept up a correspondence with them and especially with his brother John, who remembers his return well, and his coming on a Sunday morning to the house in Pilgrim Street. He had come back, as they thought, half a Frenchman, wearing a Republican coat—blue cloth with scarlet facings. But his father and mother, sisters and brothers, were glad to see their youngest brother safe back from a far country; no prodigal, but a sharp, experienced business man, who had seen a good deal of life, and life under strange conditions, in the Revolutionary year of 1848, when the thrones of Europe were all shaking, and Marseilles was then, as in the revolutionary days of sixty years before, not the least excited under the upheaval of society.

Mr. Hall had come back without any settled purpose; and was for a time uncertain as to what he should do. But his former employers, Messrs. Palmer, having asked him to represent them at Marseilles, he agreed to do so; and set off to France again. His departure caused, in the hour of parting, the greatest distress at home, and his brother John telegraphed to Derby—the telegraph was then getting into use—for him to come back at once as his mother was ill. He returned, and told his brother that somehow, he hardly knew why, he was not anxious to go, and was not displeased at being brought back, although he had departed with a fixed purpose and a father's blessing and farewell. The following touching letter tells its own tale, and shows the character of the father and what he thought, like the patriarchs of old, of his youngest son:—

"DEAR JAMES,—As you are just upon the point of leaving us a second time, accept a father's blessing. May the Almighty protect and shower down His choicest blessings upon your undertakings and designs in whatever country or place you may happen to be sojourning; and let me entreat you to pay respect to the one thing needful—to seek the Lord while He is near, call upon Him when He may be found; and rest assured He will in no wise leave nor forsake you; but at all times keep you from hurts and dangers and sudden death. And at all times make it your meat and drink to do His holy will. I find my health much upon the decline, therefore I daresay you may take a final farewell of your aged parent. As it is a thousand to one that you may ever again behold me alive, I advise you to preserve these few lines and look on them occasionally when you are far, far distant from your poor father's humble roof. It is my fervent and ardent prayer to Almighty God to prosper and protect you, and put round about and underneath you the arms of His everlasting love. Once more, God bless you, my son, my beloved son James, my son, my son. Farewell. Adieu.—B. H."

This shows the feeling with which Mr. Hall's return to France was looked upon by his father; and his mother was not less troubled. The fear expressed in the letter was not realised; but it might have been had Mr. Hall gone and settled in France, and had the aged parent lost the consolation and support which he got by the presence of his son much nearer home, and all that came out of that recall—made out of love by the parents and assented to by the children.

The recall of Mr. Hall by his family and his declining to go to Marseilles thereupon, led to a slight estrangement between himself and his employers; but some months afterwards he was engaged by Mr. Palmer to proceed to London and undertake the duties of book-

keeper in the offices of the Northumberland and Durham Coal Company, in which he was interested. Mr. Hall remained a year or more, and then returned to Newcastle to commence business with his brother.

Testimonials and presentations were not so frequent in those days as they have since become ; but Mr. Hall was the recipient of a gold watch which bore the following inscription—

"FROM  
GEO. & C. M. PALMER  
TO  
MR. JAMES HALL  
FOR EFFICIENT SERVICES RENDERED.  
1854."

Mr. John Hall, who had previously been engaged in the office of Messrs. Palmer, had some short time before started business on his own account as a shipowner and commission agent on the Quayside, his office being above the shop of Anthony Nichol, a well-known chemist and town councillor. Mr. James Hall returned from London to join his brother in the business, and the connection between the Palmers and the Halls appeared to be broken. But it was not to be so, as we shall see hereafter.

## CHAPTER VIII.

### *"HALL BROTHERS" AND "PALMER, HALL, & CO."*

"Seest thou a man diligent in business? He shall stand before kings; he shall not stand before mean men."—PROVERBS xxii. 29.

"Look here upon this picture and on this;  
The counterfeit presentment of two brothers,  
A combination, and a form, indeed,  
Where every god did seem to set his seal,  
To give the world assurance of a man."

SHAKESPEARE.

"The history of business is bright with examples of the keenest commercial energy and enterprise, combined with the sweetest and most unaffected piety. Trade has not necessarily the demoralising and hardening effect attributed to it by supercilious novelists, who seldom introduce into their works any representative of business men undistorted by foolish prejudices. A man cannot serve both God and mammon, but he can do his best as a tradesman or a merchant, without neglecting his duty as a follower of the Divine Master."

W. H. D. ADAMS.

**U**NDER the title of "Hall Brothers" the two brothers began business together. It is a name well known in the shipping trade and in every part of the world to which a British carrying ship has gone. Then it was to them the days of small things—of shipbroking and commission agencies;—shipowning came afterwards. Fixing ships and selling timber, chiefly pit-props to the collieries and staves to the chemical manufactories, were the chief business, and the two brothers worked hard to establish the firm.

Sometimes they were travelling in Scotland, finding out where they could place a cargo of coals and get a cargo of timber in return ; or going among the manufacturers of Tyneside and to the collieries in the two counties, trying to sell the staves or pit-props and timber they had either bought or had consigned to them. Many a time they walked from Newcastle to Shields in their calls at the factories, or set off on horseback at six o'clock in the morning for their rounds among the collieries ; while they had experiences of bleak journeys on coach tops in Scotland, visiting the Highlands even in midwinter. Their connection continued long afterwards with Inverness and the towns in the north of Scotland, where yet their names are treasured and respected by the friends and customers of their youth among those who are "still to the fore." The business steadily grew, and with it the reputation of the firm, as reliable and energetic business men.

While Mr. James Hall was exclusively engaged in the business of Hall Brothers, Mr. Alexander George Gray, of the Friar's Goose Alkali Works, came to grief in those times of monetary panics—which happened every ten years—and other trading troubles, the chemical trade being especially subject, then as now, to disastrous "improvements" in working ; and at a meeting of the creditors for the choice of assignees on March 4th, 1858, Mr. George Hodge "nominated as sole assignee Mr. James Hall, Merchant and Commission Agent of the Quay-side, Newcastle, and there being no opposition he was appointed," and saw to the winding up of Mr. Gray's large estate. Under the old bankruptcy law it devolved upon the assignee appointed by the creditors to realise the estate, an honorary but responsible office. The estate of Alexander George Gray was an important one, and

two trade assignees should have been appointed; but as the creditors could not agree on a second, Mr. Hall was appointed sole assignee. A mark of great trust.

While engaged in carrying on the business in concert with his brother, Mr. James Hall entered into partnership with Mr. Charles M. Palmer, under the title of "Palmer, Hall, & Co.," in the business of coal exporters and timber merchants, in which Mr. Palmer was interested as successor to the business previously carried on and first established by his father under the title of "Palmer, Beckwith, & Co.," and afterwards of "George & C. M. Palmer." This connection has lasted until the present time, as does Mr. Hall's connection with "Hall Brothers."

In connection with the business of Palmer, Hall, & Co., Mr. Hall had annually to visit different parts of Europe. One of his passport books, which he still preserves as a record of some of his journeys—almost the only record, save what the journeys brought in the way of business—contains passports dated March 16th, 1852, for travelling on the Continent, Spain and Portugal. He was at Cadiz, it appears from his "clearance," on October 19th the same year. Where he had been in the interval does not appear from this record, the passport apparently holding good for that and other journeys. These journeys were chiefly done in diligences by land, and with accommodation at inns, very unlike what is obtained in these days of railway travelling and Cook's excursions and tourists guides, the world over. The record just quoted, more or less represents his journeys, which covered sometimes months, and embraced visits to the chief ports on the Continent, especially on the borders of the Mediterranean. Among the places visited in 1852 were Barcelona, Valencia, Almeria, Cadiz,



Gibraltar, Marseilles, Geneva, Genoa, Valais, Naples, and Carthage. In a journey in 1860 he was at Paris, Marseilles, Geneva, Naples, Rome, and Alexandria; in Prussia, and the Austrian States, Geneva, and Boulogne. In 1862 he was at Venice, and his passport was franked at Trieste for a visit to Corfu, Alexandria, and Egypt. In 1863 he was at Naples, and his passport was also franked at Marseilles "pour aller Alexandre accompagné de Madame son épouse." In 1871 he was in France, Spain, and Portugal, and in 1878 he was again at Geneva. His experiences in travelling were often such as would have raised the ire of modern travellers, and filled the newspapers with correspondence thereon, but not such as would have led people to desire to go abroad on business, much less on pleasure.

The firm of Hall Brothers became largely interested in wooden sailing ships, but in the days of their decline—not, however, then dreamt of. Mr. James Hall, as managing partner in the firm of Palmer, Hall, & Co., embarked in steam shipping in its earliest stage. A branch of business which has since passed into many hands and become one of the most important of the trades of the Tyne, benefiting alike the coal owners and the coal consumers, the shipowners and shipping agents, the shipbuilders and the thousands and, in fact, tens of thousands of men that have found employment in the trades that have sprung out of the new industry of the second half of the Nineteenth Century; to say nothing of the still larger class of producers and consumers of the goods now brought in such vessels, and that could in many instances only be carried in steam vessels. Mr. James Hall had at one time the management of the first screw collier, the *John Bowes*, which is still (1895) running; a vessel that practically revolutionised

the sea-borne coal trade. It was built at Jarrow by Mr. G. Palmer and Mr. C. M. Palmer. The firm of Palmer, Hall, & Co., of which Mr. Hall was the managing partner, in the very early stage of steam ships owned six steamers, the management of which he, however, handed over to the firm of Hall Brothers, as he found he had not the time to properly look after them. Hall Brothers had ultimately a fleet of nearly thirty vessels, steamers and sailing ships, Mr. John Hall being the managing partner in this business, and Mr. James Hall in that of the firm of Palmer, Hall, & Co.

Steamship owning was a profitable business at the outset, when few were in it; but, like every other trade and business in these days of keen competition, only a poor-paying business compared with what it was when the competition was between steam and sail, and not as now between steam and the latest improvements in engines or hulls, and the largest possible carrying capacity with the greatest number of labour-saving and coal-economising appliances with which every new vessel is now fitted.

Mr. Hall was thus early connected with the founding of that immense steam-shipping business which has been such a prominent feature in the trade and development of the leading industries, not only of the north of England, although especially there, but of other parts of Great Britain; and, in fact, of the carrying trade of the whole world—a business in which hundreds of thousands of tons of shipping, and millions of money, and thousands of men are employed. When Mr. Hall was getting up the share capital for one of his vessels, he offered a share to Mr. Watts, of the firm of Watts, Milburn, & Co. Mr. Watts directly afterwards began to do the same thing with a view of having steamers of his own. Mr. Hall was willing to take a share in his venture also, but

Mr. Watts declined to let Mr. Hall have a share in his vessels. This was considered by Mr. Hall to be not quite fair, as Mr. Watts would be able to inspect and make himself conversant with every detail of the new adventure—quite a new and experimental business—while Mr. Hall would not have like opportunities or the advantage of like knowledge or experience from Mr. Watts's undertaking. The matter was referred to a mutual friend (Mr. John Jobling), one more closely connected with Mr. Watts than with Mr. Hall ; and Mr. Jobling decided that it would only be fair to let Mr. Hall have an interest in Mr. Watts's ships, or if not, then Mr. Watts should not go into Mr. Hall's venture. Mr. Watts adopted the latter course ; and the two firms ran an independent course in their respective shipping ventures.

Shortly after the opening of the Suez Canal, Mr. James Hall was among the first to venture upon chartering a vessel to go through the canal with an ordinary cargo. He chartered one of the steamers of which he had the management to load at Bombay homewards *viâ* the canal, and at that time he applied to some of the leading firms in London who were engaged in the East Indian trade to put her on the berth for an outward cargo ; but they declined to do so, because they were only accustomed to load sailing ships. He had therefore to employ an outside firm to undertake the collecting of cargo for the steamer he was sending out to Bombay. Indeed, the trade was so new to steamship owners and deemed so risky that one of his co-partners sent him a written protest against sending the steamer on such a voyage. Mr. Hall, however, took the risk with the pluck he has so often shown in new adventures, and it proved to be one of the most profitable voyages the steamer made in

the course of her career. The freight homewards was then above £5 per ton for cotton, as compared with about 20s. per ton at the present time. The greatest profits are usually made by those who enter first upon a business that meets the wants of the times, and in which some new methods have been adopted. Those people who wait until everybody is going into a business that has proved to be very profitable, generally find that there is only an ordinary trade profit in it, and not even that always.

In his journeyings on the Continent Mr. Hall had many experiences, sometimes otherwise than pleasant in those days when travelling was slower and more difficult, and accommodation, whether by stage or sea, in cabin, *café*, or hotel, not what it is to-day. He also witnessed some of the stirring events of the period in the places he visited, and met some of the men of note when reputations were being rapidly made and some as rapidly lost.

Once when at Naples, during the Garibaldian movement, Mr. Hall went with a Canadian to Capua, after that town had been taken by the Garibaldians, assisted by the English volunteers, where the floors of the churches were filled with the wounded and dying. He wrote a letter to his brother John giving an account of the visit and of the experiences of the English volunteers. The letter was sent to *The Northern Daily Express*, and published by the editor, Mr. James Bolivar Manson, who also asked to see Mr. Hall on his return.

The triumphal entry of Garibaldi and Victor Emmanuel into Naples was also witnessed by Mr. Hall. There was a grand gathering in the Carlo Alberto Opera House in the evening, which Mr. Hall had the opportunity of witnessing. The theatre was brilliantly

illuminated, and filled with the *élite* of the city. The King and Garibaldi occupied the State box.

In travelling from Paris to Turin, on another occasion, Mr. Hall fell in with Captain de Rohan, one of the officers in attendance on Garibaldi. They stayed at the same hotel, and one day Captain de Rohan asked Mr. Hall if he had a pair of slippers to give the General, as the General gave everything away to the strangers who called upon him as mementoes of their visits.

After Victor Emmanuel had obtained sovereign power in Italy, the Italian Government at once set to work to organise a proper service of steamers round the coast, and Mr. Hall, accompanied by Mr. C. M. Palmer, went to see if they could get the concession of any of the proposed lines of steamers. The principal services were, however, given to some of the old companies, and to men who had rendered valuable assistance in providing for the Italian troops during the campaign.

During the time that Mr. Palmer and Mr. Hall were there, Mr. Palmer suggested to the Government and Count Cavour, with whom they had an interview, the formation of a postal line between Ancona and Egypt, which was adopted; and in connection with this service they visited Ancona. To get to Ancona Mr. Palmer and Mr. Hall travelled by private conveyances, with horses supplied by the post office and with a guard. The Adriatic route has since been adopted by the Peninsular and Oriental Company in their overland service to India.

When at Trieste on one occasion Mr. Hall received an invitation to dine with Frederic Maximillian, who became afterwards, unfortunately, as it turned out, Emperor of Mexico. The invitation was, however, not received by Mr. Hall until he was on board the steamer

in which he had arranged to leave Trieste that night, and so he could not avail himself of the honour. Maximillian was a man much beloved, and was at the head of the Admiralty at the time when Mr. Hall was invited to dine with him.

On another occasion, Mr. Hall believes it was in 1850, he acted as a courier. While at Cadiz, the brother of Sir John Cam Hobhouse (afterwards Lord Chancellor of England) asked him if he would take some letters of importance to England. At that time the postal arrangements were of a special character, and no private person was allowed to bring letters. It was deemed an act of smuggling and punishable if the offender were detected in the act. Mr. Hall carried the letters to England and then posted them, but at the risk of being caught and of paying the penalty, which, however, he escaped, for a technical breach of the law.

## CHAPTER IX.

### *OTHER TRADE ENTERPRISES.*

"The fault, dear Brutus, is not in our stars  
But in ourselves that we are underlings."—SHAKESPEARE.

"The aim of future legislation must, therefore, be to confine marine insurance to a single contract of indemnity. Thus limited, it might be justly regarded, to use the language of Jeremy Bentham, as one of the most beneficial institutions of civil society. No one will neglect his actual possessions, a good certain and present, with the hope of recovering in case of loss only an equivalent of the thing lost, and even, at the most, an equivalent. To this let it be added that the recovery cannot be obtained without care and expense, and that there must be a transient privation."—LORD BRASSEY.

"Success, the mark no mortal wit  
Or surest hand can always hit."—BUTLER.



WHEN Mr. Hall started life on Newcastle Quay, he never dreamt, could not have dreamt, of becoming what he did. For when he began business the projects to which he subsequently devoted himself had then barely been born as prophecies, and did not appear near possibilities. The marvellous development in all things connected with the material prosperity of the trade of the country and the world—the great results of the scientific discoveries and engineering enterprises; the gold discoveries of California and Australia, which were to lead to the peopling of new continents by British and Continental races; and the covering of the oceans with steam ships,

and lands, then civilised and uncivilised, with railways—was just at that time beginning. Mr. Hall, however, had early inklings of what was coming, and in many matters took “occasion by the hand.” With the poet’s prophetic vision, he

“Saw the heavens fill with commerce, argosies of magic sails,  
Pilots of the purple twilight, dropping down with costly bales.”

And with the merchant adventurer’s enterprise he aided in the development of the “good times,” for which men were yearning and of which poets were singing. He entered upon many more business schemes than those with which he began his early commercial life; and has projected others that were not carried out, but were needed, and sometimes before their time—all taking thought and time, and all showing careful consideration as well as remarkable forethought and deep insight.

About 1860 Mr. Hall projected the establishment of a new bank in Newcastle, and had communications and interviews with Mr. Eustace Smith, Mr. R. S. Donkin, Mr. Hilton Philipson, Mr. Richard Wellington Hodgson, and Mr. John Hall, who would, indeed, have found the principal portion of the capital and formed the directory; and a strong proprietary it would have been. The scheme was unfortunately not carried out, and others came into the field shortly afterwards; and all have done well.

He held in conjunction with his brother John a large and well-wooded estate in Sweden. It was pleasantly situated at the head of Lake Wener, and was bought for the timber on it, although it was also a beautiful residential estate. There were two large mansions, with home farms connected with them, and



saw and flour mills, and brick works ; power being obtained chiefly from a river that ran through the estate and from a large lake that was in the centre of it ; although steam power was also used when from any cause the water failed, or more power was required than the water machinery gave.

The estate was four miles from Carlstadt, and bordered on Lake Wener, from which there was a water-way to Gothenburg. Longfellow's description of the home of Evangeline was here reproduced to the life. In the byres there was room for fifty cows, and some thirty or forty stood with full udders, waiting the milkmaids. A conservatory, an ice house, and arbours on miniature islands (with miniature bridges), where the water-fowl had been kept, near the river, made up the attractions of this country mansion in Sweden.

"An estate," as a visitor wrote, "that includes a lake two miles long and a river four or five miles long, with miles of forest land beyond, takes some time to visit. Some of the farms were let, but the two principal farms on the estate were tilled by the English owners. To the scenery of the lake were added the warmth and fruitfulness of Kent, for hops were grown by the steward for his own use, and in the gardens were plants that were only found in hot-houses in England. Close by the mansion and the homestead flowed the river into the great lake (the greatest in Europe), and on its banks were planted, but hidden from view from the mansion by a large, thick belt of trees, large saw mills and a flour mill, which ground the meal for the city of Carlstadt, and for the people for miles around."

About ten years ago Mr. James Hall took over the estate altogether himself, and, after clearing away the heavier timber, sold the property ; his experience being

like that of others in such investments, that only a native can work them to advantage, or else the owner must reside on the spot, the absence of the master's eye leading to the absence of the owner's profit. And so "Beautiful Alster," which Mr. Hall occasionally visited, and where Mr. John Hall resided for some months at the outset, and at which we spent two summers' holidays most delightfully, passed into the hands of men belonging to the country.

Most fertile in the conception of projects that were likely to be of benefit to working-men and to the neglected ones of our large towns has the mind of Mr. James Hall been ; but equally fertile in the inception of new adventures and needed enterprises has Mr. Hall proved in business and in public affairs. He saw the necessity of establishing an association for the "recovery of freights, dead freight, and demurrage" when due; the shipowners, by an organisation established for that purpose, believing in the power of combination and the necessity for association. A meeting was called on August 5th, 1863, the gentlemen present being Messrs. James Hall, William Milburn, G. A. Laws, John Elliott, Arthur Pring, and George Bell, of which only the three first remain to the fore. Mr. Hall was appointed chairman, and moved a resolution that an association, to be named "'The Newcastle-on-Tyne Iron Steam Ship Freight and Demurrage Association,' be established, to commence on the 1st September next, providing fifty steamers be entered at that date, and that the rules, as settled at that meeting, be sent to all steam-ship-owners, and that a general meeting be called on the 17th September, for confirmation of the same." That meeting was held, with Mr. Hall again in the chair, there being in addition to the gentlemen at the previous

meeting, Messrs. G. Luckley, J. O. Scott, W. D. Stephens, and Henry Nelson. It was resolved that the association should commence on September 29th, and the rules were adopted that had been agreed upon at the first meeting. This association still exists, and has proved of great service to the shipowners of the district. Mr. Charles Hunter was appointed Secretary, and Messrs. Hall, Milburn, Pring, Nelson, Luckley, Stephens, and Scott were elected on the committee. This association still continues its primary work, but to the purpose of dealing with freight and demurrage has been added defence; and it is called "The North of England Freight, Demurrage, and Defence Association." According to the report for 1893 some forty cases had been dealt with in that year. Some were ordinary cases of demurrage, but others were larger questions; and some were such that it would have been difficult for a single owner to fight single-handed, and especially if the owner were only a small capitalist against whom proceedings were taken, or who would have to take the initiative to secure his rights against large and wealthy concerns.

There was a keen business activity about Mr. Hall in the "sixties," but in matters that were to benefit others as well as, or more than, himself.

In 1863 the "Northern Maritime Insurance Company, Limited" was originated by Mr. Hall, and it has been a most successful undertaking. He was a director until appointed to the chairmanship of the rival "Commercial Insurance Company." Mr. Hall acted as secretary *pro tem.* at the inception of the Northern Maritime Insurance Company; and was on the first board of directors, with Messrs. R. W. Hodgson, Addison Potter, William Hunter, J. C. Brooks, E. H. Watts, and H. Nelson. The prospectus was drawn up and the directors selected by Mr. Hall.

The capital was to be £50,000 in ten thousand shares of £5 each. The prospectus stated that, notwithstanding the great increase in the mineral, manufacturing, foreign and home trades, as well as the shipowning interest of the district, "no additional local facilities had been provided for effecting marine insurances, and that consequently a large proportion of those insurances had to be effected in Lloyd's, and with companies in London, and at Liverpool, Glasgow, Dundee, Aberdeen, Hull, Bristol, and other places," and therefore "nothing further need be said to prove that additional facilities for effecting insurances on the spot are not only desirable but absolutely necessary to meet the present and daily increase of requirements of the district." The risks proposed to be taken were on freights and cargoes, and upon hulls of ships for passages out and home, but not for time ; the amount to be insured not to exceed £600, unless sanctioned by a special meeting of directors.

The whole of the shares (except two thousand) were taken before the prospectus was published by parties who could bring business to the company. Its success was, therefore, practically secured from the outset ; and that it met a great want and supplied a means of investing profitably local capital and for local purposes was seen from the support it got and from the success it has had.

When the electric light question was agitating the minds of the public in 1881, the men who lived at the mouth of the Tyne, although their business chiefly lay in Newcastle, entered boldly into one phase of it, and formed "Swan's Electric Light Company, Limited," to buy up and work the letters patent granted to Mr. Joseph Wilson Swan of Newcastle, in relation to lighting by electricity. The first subscribers were Messrs. John Williamson, Westoe ; Hilton Philipson, A. S. Stevenson,

James Craig, James Hall, Tynemouth ; R. S. Donkin, North Shields ; and J. T. Melly and J. Cameron Swan, Newcastle. The capital was £100,000 in £10 shares, the purchase consideration being £25,000 in cash, and two thousand five hundred fully paid-up shares, the vendor being the managing director of the technical department of the company's business for fourteen years at a salary of £1000 per annum. Works were commenced in Newcastle, but owing to the restrictions placed upon electric lighting by Parliament, the development of the electric light proceeded but slowly, and the shares of the company were at one time below par. Then a controversy rose between Mr. Edison and Mr. Swan as to the priority of invention, a doubt only legally settled, we believe, when the patents were about out. A working arrangement was, however, effected between the two companies, and the Edison and Swan Electric Company have reaped some of the reward and profit that the men on Tyneside expected to get out of the invention of the now world-wide used lamp of Mr. Swan, who is famous as an inventor in connection with photography and carbon printing, as well as in electric lighting and the manufacture of articles used in both trades.

## CHAPTER X.


### *PUBLIC OFFICES AND POLITICAL ACTION.*

"Almost all the advantages which man possesses over the inferior animals arise from his power of acting in combination with his fellows, and of accomplishing by the united efforts of numbers what could not be accomplished by the detached efforts of individuals."—J. S. MILL.

"Productive industry is the only capital which enriches a people and spreads national prosperity. In all labour there is profit, says Solomon. What is political economy, but a dull sermon on the text?"

SAMUEL LAING.

"On care and merit none will now rely;  
'Tis party sells what party friends must buy;  
These ill effects from noble cause proceed;  
The tree they spring from is a sacred tree,  
And its true produce, strength and liberty."—CRABBE.

 R. HALL has not taken any very prominent part in local politics, nor yet in imperial politics, although deeply interested in many of the great questions that occasionally come before our local and imperial Parliaments. It was otherwise with the parliaments of trade—local and national: the Newcastle Chamber of Commerce and the Associated Chambers of Commerce. In their proceedings he took a great interest, and on many questions a leading part.

On the death of Col. E. M. Perkins, Mr. Hall was pressed to become a candidate for the vacancy thereby created in West All Saints Ward—the Quayside ward—in Newcastle Town Council, but he declined.

The Newcastle bench of magistrates recommended in 1861 Mr. Hall as a justice of the peace, along with Messrs. R. G. Hoare, G. Angus, James Joicey, and E. A. Hedley—the latter being Liberals ; but it was stated in the Town Council “that some back-stair influence had been at work” ; and the gentlemen selected were not appointed as desired, and Mr. Hall was among those who were for the time set aside.

In 1869 Mr. Lockey Harle gave notice at the Newcastle Town Council that he would move at the next meeting that the following gentlemen be recommended for the approval of the Lord Chancellor as magistrates for the borough : Messrs. Henry Taylor, R. Cail, James Hall, and H. Clapham. Mr. Hall was a Liberal Conservative in politics ; but three out of the four named for the commission of the peace were active Liberal politicians.

In 1870 Mr. Hall was appointed one of the mercantile assessors in the county of Northumberland, in accordance with the County Courts Admiralty Jurisdiction Act of 1868, Amendment—a measure that owed its existence largely to Mr. Hall, as we shall hereafter see.

In 1874 Mr. Hall was gazetted as a commissioner of land and other rates and taxes for Northumberland.

In 1882, however, Mr. Hall was appointed one of Her Majesty’s justices of the peace for the county of Durham, and took the oath and qualified as a magistrate at the adjourned quarter sessions at Durham on August 5th ; a county magistrate being considered rather a higher distinction at that time than a borough magistrate.

These and like honours were unsought by Mr. Hall ; and some were pressed upon him, and as firmly refused. His ambition did not lie in being a titled but silent and inactive, if honour-seeking member of any body ; but in being an active member of any association or organisa-

tion that was likely to work well for the weal of the country or the benefit of mankind. In 1871 *The Gateshead Observer*, which had been a most influential organ in the hands of Mr. W. H. Brockett (the secretary of the Chamber of Commerce), who had represented Newcastle trade matters in many ways for much more than a generation, announced very prominently that "Mr. James Hall, of the firm of Hall Brothers, Newcastle, is talked of as a candidate for Parliamentary honours in Newcastle." Parliamentary honours had not been desired by Mr. Hall, although few men were better fitted by training or ability for the work of legislator than he; and there the matter ended.

Mr. Hall was more for his country than for his party, nor yet did he "give up to party what was meant for mankind," for in 1874, at a great meeting of the United Liberal Party at which Messrs. Cowen and Headlam were selected as candidates for the representation of Newcastle, Mr. Hall said "there was a strong feeling abroad that the gentlemen who represented that town should be identified with its commercial interests, and in a few minutes that morning" (January 26th, 1874) "a requisition to Mr. Hilton Philipson had been signed by more than one hundred names. Mr. Philipson, had, however, declined the proffered honour, as he did not wish to divide the Liberal interest." Mr. Hall said "no name in Newcastle stood higher in the commercial world than Mr. Philipson's; there was not an abler man to be found, and there was not a question that no man would reflect greater honour on any constituency which should send him to Parliament. He did hope that when some future election took place Mr. Philipson would be induced to come forward and represent his native town."

The Liberal interest was seriously divided in the election



that ensued, Mr. Charles Frederick Hamond being elected with Mr. Joseph Cowen, and the Right Hon. T. E. Headlam rejected. Mr. Joseph Cowen had been elected just before that on the death of his father, Sir Joseph Cowen, but Mr. Hamond ran him so closely and received such support that Mr. Gladstone was led, as the Hon. Mr. W. E. Forster said at the time, to appeal to the country—an appeal that was most disastrous to him and the Liberal party, and gave the Conservatives a long lease of power. Had Mr. Hall's suggestion been adopted, and Mr. Hilton Philipson been accepted in the early part of that year as a possible candidate, all that might have been changed. At least the able son of an able sire—Mr. R. P. Philipson, the talented town clerk of Newcastle—might have been induced to devote himself to a life that may not have had a charm for him, but for which he was well qualified in every way. His personal loss may not have been great, but the country and the times could ill spare such men from the foremost places in the State.

Mr. Hall's partner, Mr. Charles Mark Palmer, was a pronounced Liberal; but Liberalism was moderate at that time. The Home Rule question had not come to the front. The times were good and the trade of the north of England especially brisk, and Mr. Hall was more for measures than for men—for measures that would benefit the nation and not a party.

Mr. Hall presided at a public meeting on October 12th, 1880, to "protest against the threatened war with Turkey, and to insist that no such war be made without the consent of Parliament." The Eastern question was to the fore once more; but, as Mr. Hall said, their senior member, Mr. Joseph Cowen, had nobly preferred "to sever himself from friends and party on the higher interests of justice and humanity." Mr. George Crawshaw was

the chief speaker, but there was a strong party feeling in the meeting, and Mr. Thomas Gregson—an old Radical—closed his speech by saying that he “bowed for the first time in his life before the despotism of a Newcastle audience.” Mr. Robert Spence Watson and Mr. J. Cameron Swan followed with an amendment approving the action of Mr. Gladstone’s government. Neither resolution nor amendment was put to the meeting. During some controversy between Mr. Crawshay and Mr. Watson as to the putting of the amendment there was an ugly rush to the platform, and friend and foe were indiscriminately assailed, Mr. Spence Watson being seriously though not dangerously hurt. In a letter to the papers Mr. Watson bore “testimony to the fairness of Mr. Hall as chairman. He would have put the amendment if he had been left to himself, and the meeting would have been quiet.”

On that platform there met five gentlemen—Messrs. James Hall, John Hall, Spence Watson, James Craig, and William Hayward—who, a month or six weeks before that, had met unexpectedly together at the Falls of Trolhattan in Sweden—a very different meeting and a very different ending; and those five gentlemen had never before and have never since met all together. The meeting on the latter occasion was as unexpected and unpremeditated as that of the first, but both without malice, and both ending with the friendly feeling manifested in Dr. Spence Watson’s letter quoted above.

If Mr. Hall presided at one of the most turbulent meetings in Newcastle, he had the honour of presiding on January 18th, 1887, at the Gateshead County Sessions, when there were no cases for trial—a circumstance that had not happened for forty years, and upon which he congratulated the officials and the public.

White gloves had not been prepared, as a white charge-sheet had not been expected.

Mr. Hall is kind and considerate on the bench, leaning to the side of mercy where the offence is one of misfortune rather than of intent; and on more than one occasion he has warned publicans who supplied drink to drunken men, and has complained about the drunken men being so often summoned, while the publicans who had supplied them with the drink got off "scot free." The publicans in such cases, he maintained, ought to be summoned, and he instructed the police officers to warn publicans thereon, and to exercise more supervision in respect to their offences—the tempter being as bad, or worse than the tempted. He believed in the law being strictly and fairly enforced, so as to prevent intemperance, or, at least, not to encourage it; and to make the breakers of the law pay the penalty. Manifest breaches of the law came before him, as a magistrate; and instances of the evil effects of intemperance were only too patent in many of the cases in which applications were made for the admission of boys to the Wellesley Training Ship, and of girls to the Northumberland Village Homes; and such cases strengthened him in these views.

In politics, as we have said, Mr. Hall is a Conservative, but a strong advocate of the alliance between the Unionists and Conservatives. He believes in the federation of the Empire, as he has said, not in its disintegration. All the world is becoming more and more protectionist, thereby closing the markets to British manufacturers, notwithstanding Mr. Cobden's ideas—at the time he advocated them right in principle; for he anticipated that with cheap bread and England manufacturing for all the world it would be for the

advantage of England. He prognosticated that Europe would be so envious of our prosperity, that every country would adopt the same fiscal arrangements within ten years. His hopes were fallacious ; his prophecies have not been fulfilled. The world has indeed pursued the very opposite policy—almost every country in both hemispheres having enacted more severe prohibitive tariffs against this country. Mr. Hall has, therefore, been for many years a supporter of Fair Trade, and believes that if this country could produce a Bismarck or another Beaconsfield, fiscal arrangements could be brought about between our vast colonies, India, and the mother-country, which would be of immense advantage to the wage-earning population of England. In fact, such a federation would, by precluding the American and the European nations from trading with England, secure to Britain and her colonies the largest markets in the world for their respective productions, and ultimately force the foreign countries to receive British produce at very different tariffs to those upon which they now alone will allow British goods to enter. In other words, Mr. Hall would admit free of duty into this country all raw materials, and such commodities as tea, coffee, cotton, etc., which we cannot produce at home ; but he would tax all produce from abroad which came into competition with home labour, unless the countries producing the same, admitted British productions on the like conditions as their produce was received into this country.

At a meeting of the Newcastle Chamber of Commerce in February 1892, after referring to the shrinkage of trade and the fall in prices, Mr. Hall dwelt upon the injustice of our commercial treaties. "These treaties," he said, "are all framed on the lines of raising higher

and higher a barrier which precludes your trading with the world, and which shows that our fiscal system will have to be reconsidered. No man can fight with both his hands tied behind his back, but that is our position to-day; for we are the only free-trade nation in the world. We allow our own markets, which are the largest in the world, to be ruthlessly invaded from all quarters. 'In all labour there is profit,' says Solomon, and we must all admit that productive industry is the only capital which enriches a people and spreads natural prosperity and well-being around. The truest policy, to my mind, is that which will most usefully employ English capital and English labour, and best sustain the whole nation. The author of one of the most protectionist tariffs in the world, says, 'I will tell you when we can have free trade—whenever the nations of the world bring their conditions up to ours; and whenever they pay their labour the same wages that we pay ours, we will meet them in the neutral markets of the world, and it will be a case of the survival of the fittest.'"

Mr. Hall has carefully studied the question, and with many more persons in the north of England and in the great industrial centres mourns the loss of our position as an industrial nation relatively among the nations of the earth. Immediately before the general election of 1895 Mr. Hall addressed the following letter on the condition of trade, entitled, "Whither are we drifting?" to the Newcastle daily papers, and it appeared in the *Newcastle Journal* on May 10th, and in the *Newcastle Chronicle* on the 11th, before the general election was announced:—

"The condition of England is the question of the day, as

it was upwards of fifty years ago, when the Free Trade agitation began, and was brought in a few years to a successful issue. It is true that we have no bread riots, and food is as plentiful as it was after good harvests at that time, and it is also very much cheaper; but we are not without indications that England is not yet 'Merrie England.' The people do not rise against the powers that be—for the people now govern. The making of laws and the mode of governing are practically in their hands, and they are not likely to rebel against themselves. But when we have, it is said, about a million of people out of work, complaints from every quarter in this 'workshop of the world' that work is difficult to get and profits to make; when we find that some industries are dying out and our trades drifting to other nations; when we have Parliamentary inquiries on agricultural depression, on the immigration of foreigners, and on how to feed the army of men who are willing to work but cannot get it, the condition of the country is naturally of supreme importance, transcending all others, because there is no class in the community that is not suffering from the depression of trade that appears, practically speaking, to have become chronic.

"Unfortunately, this state of things exists after half a century of unparalleled trade development and the opening out of new continents to our trade and commerce, chiefly by British enterprise, pluck, and adventure. We have had fifty years of free trade—our trade, markets, and ports open to the world; we have had twenty-five years of State education, now practically free, so that the rising generation might be placed, in general and technical knowledge, on a par with those of other nations. We have covered continents with railways, and the ocean with steamers, and yet as the jubilee year of that era of progress and development draws nigh we have thousands of men who do not know where to get a day's work, deaths from absolute starvation, thousands more gradually passing away from the same cause, suicides from distress, business unprofitable, and money as abundant and

as little needed as men. In other words, capital and labour are alike crying out for employment. Distress and dissatisfaction exist in all ranks of society, from the peer to the peasant, from the merchant prince to the unemployed seaman, from the captain of industry to the poorest labourer. Our statesmen and political economists appear to be as little able to guide us through this sea of troubles as the leaders of the working-men, or the Socialists with their schemes for the nationalisation of everything, and their methods of equalising the results of human labour. The only consolation that our men of light and leading appear to be able to give us is that 'we are no worse off than other nations,' that other nations are suffering from depression as much as we are. This is poor consolation—even if it were true—to the nation that fifty years ago led the way in the most marvellous material development that the world has ever seen; and the result of that half century of extraordinary and unequalled activity is the lamentable condition that is now witnessed in every industry in the kingdom. The question arises: Have we reaped where we have sown? Have we got or are we getting the full or chief benefits of our enterprise as the leading producing nation of the nineteenth century?

"As I have said, the chief consolation that we can get is that we are no worse off than other nations; but I find on turning to the facts and figures from official sources that even this consolation is denied us, and that we are relatively worse and not better off than our neighbours, as we ought to have been, considering that we have been the leading nation in commercial and industrial development, and in opening out new worlds for enterprise and in finding new markets and fields for the employment of men, money, and manufactures. The returns demonstrate very sadly for us this important fact. No doubt we have advanced in many ways, and so have other nations; but are we leading as we did, or are we falling back in the race of life among the nations of the world? A few facts and figures dispel any illusion on

the subject, and their consideration may make every thoughtful Englishman pause and ponder.

"They show that our pre-eminence is being assailed, and how rapidly other nations are overtaking and supplanting us in the markets we have created, and even in England itself, the largest market in the world. Taking the percentage of the increases in the imports and exports of the leading countries in the world, we find that between 1870 and 1890 they were as follows :—

	Imports. per cent.	Exports. per cent.
Germany ... ..	30½	48½
Norway, Sweden, and Denmark ...	121½	91
Holland and Belgium ... ..	116½	124½
France ... ..	36	21
Spain, Portugal, Italy, Austria, and Greece	65½	59
United States ... ..	81	118
United Kingdom with Foreign States ...	36	24
British Possessions ... ..	48	70

With the exception of France, every other nation has relatively stepped ahead of the United Kingdom.

"Of course, some of these increases are in connection with nations whose trade is relatively small as compared with ours, as might be expected when the comparison is made with a nation that has been the bank, counting-house, and carrier of the world.

"But even in the trade of our own possessions we have not held our own during the past twenty years and more. Between 1870 and 1892 we find the progress of the trade of the British possessions with the British Empire and foreign countries summarised as follows :—

*Imports into British Possessions.*

	1870.	1892.
From British Empire ...	£101,100,000	£164,100,000
From foreign countries ...	28,300,000	49,600,000
Total ... ..	£129,400,000	£213,700,000

or a percentage of increase from the British Empire of 62½ per cent., whilst that from foreign countries is 75½ per cent. ;



and with regard to exports the difference is still more strikingly shown against this country, as will be seen from the following figures :—

*Exports from British Possessions.*

	1870.		1892.
To British Empire ...	£97,400,000	...	£157,900,000
To foreign countries ...	29,300,000	...	89,000,000
Total ...	£126,700,000	...	£246,900,000

or a percentage of increase to the British Empire of 62 per cent., whilst that to foreign countries is 204 per cent.

“It thus appears that we are not holding our own even with our own Colonial Empire, but that foreign countries are increasing their trade with it, at a relatively much faster rate than we are. Indeed, in the years 1890 to 1892 there is a decline of fourteen millions in imports, and in exports of three millions from and to the British Empire, but an increase of exports of twelve millions to foreign countries.

“The following table shows the relative progress of the principal foreign countries in their external trading in merchandise in the two decades since 1870 :—

IMPORTS OF ALL KINDS.

*Into Continental Europe :—*

1870.		1880.		1890.
£671,600,000	...	£888,300,000	...	£1,007,000,000

*Into the United Kingdom :—*

From Foreign Countries.

1870.		1880.		1890.
£238,400,000	...	£318,700,000	...	£324,500,000

From British Possessions.

1870.		1880.		1890.
£64,800,000	...	£92,500,000	...	£96,200,000

TOTAL.

£303,200,000	...	£411,200,000	...	£420,700,000
--------------	-----	--------------	-----	--------------

*Into the United States :—*

£90,800,000	...	£139,200,000	...	£164,400,000
-------------	-----	--------------	-----	--------------

## EXPORTS OF ALL KINDS.

*From Continental Europe :—*

1870.		1880.		1890.
£587,400,000	...	£771,300,000	...	£905,400,000

*From the United Kingdom :—*

## To Foreign Countries.

1870.		1880.		1890.
£188,700,000	...	£204,900,000	...	£233,900,000

## To British Possessions.

£55,400,000	...	£81,500,000	...	£94,400,000
£244,100,000	...	£286,400,000	...	£328,300,000

*From the United States :—*

1870.		1880.		1890.
£81,800,000	...	£174,100,000	...	£178,700,000

“In comparing the details of these figures, of which the aggregate is only here given, they indicate that Germany presses us very closely, and show the increasing magnitude of her trade. During the twenty years under consideration our imports have increased one hundred and seventeen millions sterling, thirty-two millions of which are from our own possessions ; but our exports have increased only eighty-four millions, of which forty millions are to our own Colonies. While our imports vastly exceed our exports, the condition of trade in Germany, with her insignificant Colonial possessions, is the reverse. She shows an increase of sixty-seven millions in imports and seventy-nine millions in exports. Belgium an increase of fifty-seven millions in imports and fifty-seven millions in exports, and the United States an increase of seventy-four millions in imports, and ninety-seven millions in exports ; these countries, be it remembered, are highly protectionist in their policy.

“Thus, while Germany and the United States, notwithstanding their highly protectionist policy, show a large increase in the percentage of exports over imports, the United Kingdom,

with its free trade policy, shows an increase, it is true, in her percentage, but a percentage far short of Germany and the United States.

"Then, as to the value of the principal manufactured articles we have exported, it will be found from the following figures that a large proportion goes to our own possessions, which in a measure is like the internal trade of other countries.

"The total is of manufactured goods :—

To foreign countries in 1893...	...	...	£94,922,148
To British possessions in 1893	...	...	61,376,134
Total	...	...	£156,298,282

"Two-fifths thus go to our own colonies and India, while of partially manufactured goods £25,997,779 go to foreign countries and £4,190,784 to British possessions, foreigners taking a relatively larger proportion of the partially manufactured than of the wholly manufactured articles.

"While we exported in 1893 to foreign countries a total of £146,079,764 and to British possessions £72,015,101, a gross total of £218,094,865, we imported (less re-exports) in the same year—

Manufactures ...	...	...	£81,301,579
Food Products...	...	...	160,280,682
Raw materials ...	...	...	104,062,512
Net imports	...	...	£345,644,773
As against exports	...	...	218,094,865

Leaving a balance of trade against us of £127,549,908

"No doubt part of this balance represents payment for freights of goods, for we are the carriers of the world, but that does not represent probably an eighth of the value of the goods imported. The farms and factories are, like the glass trades of Tyneside and the Midlands, going to ruin; the silk trade like Coventry, Macclesfield, and Smithfield, are sharing the same fate; and the sugar and other industries, like joinering and cabinet-making, are going in the same direction; the

iron industries not being exempted from the pressure from without.

“Let us see how the largest industry in this, and the most important in every country, namely, that of agriculture, stands. The average of the corn crops under cultivation in the years 1868-71 was 11,811,000 acres in Great Britain and Ireland, but in 1892-3 there were only 9,250,000 acres, or a diminution of 2,561,000 acres, under such cultivation. In green crops the figures for the same periods were 5,077,000 in the first period, and 4,465,000 in the second, thus 612,000 acres being thrown out of cultivation in twenty years; while the permanent pasturage had increased from 22,397,000 to 27,617,000 acres. This might lead to the supposition that our live stock had largely increased, and that thereby the loss in one direction was being compensated for in another. But this is not to the extent that might be expected; the total average of horses, cattle, sheep, and pigs in the first-named period being 47,194,000 animals, and in the latter 49,417,000. There is an increase in horses and cattle, but a decrease in sheep. Still more unfortunate to the agriculturist is the fall in prices, which have dropped, according to triennial averages, from 57*s.* 5*d.* in 1871-3 to 26*s.* 6*d.* in 1892-4. There has been a further fall since of some shillings per quarter. The former period embraced the good times, when money was made in this country, and the latter the period when money is lost rather than made in most trades.

“The value of corn grain (maize excepted), meal, and flour imported into the United Kingdom in 1893 amounted to £43,287,742, of which sixty-six per cent. came from the United States and Russia, two countries whose fiscal policy is most restrictive against British produce.

“In the event of this country being engaged in war, the consequence of a stoppage or partial stoppage of our food supplies would be appalling. Once, says the writer of ‘*Merrie England*,’ our communications are cut off, we should be starved into surrender.

and do not produce—tea, coffee, spirits, wine, tobacco, dried fruits, etc., to the extent in 1894 of £19,698,000; other nations tax the articles most largely received from abroad, that they themselves can produce. This nation of tradesmen and of producers for the world adopts an opposite policy, namely, that of admitting free of duty manufactures which we can produce, to the exclusion of British labour, and tax products we cannot produce. The exclusion of foreign pauper labour has been the subject of Parliamentary inquiry; but the introduction of foreign produce under our present policy is a more important factor in the question; for the foreign workman would spend at least his earnings in this country, whereas his work sent in free of duty contributes nothing to the welfare of the State. Altogether the outlook is anything but pleasant. If we are living in a ‘Fool’s Paradise,’ and the figures quoted appear to show us we are, the sooner we realise it, the better.

“The working-men know the conditions of the labour market, and the manufacturers the state of trade; while land is fast becoming a burden rather than a blessing, although the source of life and wealth to every nation. ‘The substantial wealth of man,’ Ruskin says, ‘consists in the earth he cultivates; . . . the material wealth of any country is the portion of its possessions which feeds and educates good men and women in it.’ The words of Goldsmith may appropriately be quoted here:—

“‘Ill fares the land to hastening ills a prey,  
Where wealth accumulates and men decay:  
Princes and lords may flourish or may fade,  
A breath can make them as a breath has made;  
But a bold peasantry, their country’s pride,  
When once destroyed can never be supplied.’

“Free trade amongst the nations of the world was in its inception a magnificent idea, and if it had been adopted no country would have profited by it more than England; Cobden’s prognostications that the world would be so envious of our prosperity that within a few years our example would

be universally followed, and that a margin of ten shillings per quarter would stand between the English agriculturist and the foreign grower, like most prophecies, have not been fulfilled.

“Adam Smith, in his ‘Wealth of Nations,’ says:—‘The case in which it may sometimes be a matter of deliberation how far it is proper to continue free importation of certain foreign goods is, when some foreign nation restrains by high duties or prohibitions the importation of some of our manufactures into their country, revenge in this case naturally dictates retaliation, and that we should impose the like duties and prohibitions upon the importation of some or all of their manufactures into ours. Nations accordingly seldom fail to retaliate in this manner. . . . There may be good policy in retaliation of this kind when there is a probability that they will procure the repeal of the high duties or prohibitions complained of. The recovery of a great foreign market will generally more than compensate the transitory inconveniences of paying dearer during a short time for some sorts of goods.’

“I commend the above bare statement of facts and figures, put forward in no party or controversial spirit, to the thoughtful consideration of all interested in the welfare of the country, but more particularly to the labouring classes.

“It appears to me that the time has come when the legislation of fifty years ago should be reconsidered from the point of view of the nation’s well-being.”

“Whither are we drifting?” was a question that turned up in various forms at the election; and in Newcastle both Mr. C. F. Hamond and Mr. Cruddas—the latter one of the principal partners for years with Lord Armstrong in the Elswick Works—devoted one of their last meetings before the polling day to this aspect of the trade relations of England; and their views met with the approval of one of the largest meetings held in the city. The speeches were fully reported in the daily

papers the day before the poll, which resulted in Mr. Hamond heading the poll with 12,833 votes, Mr. Cruddas following with 12,170; while the Hon. John Morley—the retiring member and the biographer of Richard Cobden—polled only 11,862, and Mr. Craig, who had sat for the city a few years before, polled 11,154; the labour candidate, Mr. F. Hamill, polling 2,302. In that large commercial city and centre of a great manufacturing district, the special policy of the two successful candidates was our fiscal arrangements with other countries, upon which Mr. Hall had so fully written about two months before the election. The letter created considerable talk in the city, and showed how Mr. Hall had again anticipated public opinion.

## CHAPTER XI.

### MARRIAGE AND VISIT TO THE HOLY LAND.

"A guardian angel, o'er his life presiding,  
Doubling his pleasures, and his cares dividing."

SAMUEL ROGERS.

"Would you draw far Eden nearer,  
And to earth the Angels bring,  
You must seek the magic mirror  
Of a golden wedding-ring."—*The Wedding Ring.*

\* \* \* \* \*  
"The Blessing given, the ring is on,  
And at God's Altar radiant run  
The current of two lives in one."—*The Bridal.*

\* \* \* \* \*  
"Thou'rt little changed, dear love! since first was wed  
To mine the blossom of thy crimson lips;  
Thy beauty hath climaxt like a crescent moon,  
With glory great'ning to the golden full.  
Thy flowers of spring are crown'd with summer fruits,  
And thou hast put a queenlier presence on  
With thy regality of Womanhood!  
Yet Time but toucheth thee with mellowing shades  
That set thy graces in a wealthier light.  
Thy soul still looks with its rare smile of light,  
From the Gate Beautiful of its palace home,  
Fair as the spirit of the Evening Star  
That lights its glory as a radiant porch  
To beacon earth with brighter glimpses of heaven!

\* \* \* \* \*

And fingering in her bosom's soft, white nest  
A fair babe, beautiful as Dawn in heaven,  
Made of a mother's richest thoughts of love,—  
Lies like a smile of sunshine among lilies  
That giveth glory,—drinketh fragrant life.




Sweet bud upon a Rose! our plot of spring,  
And burst of bloom amid a wintry world.

\*   \*   \*   \*   \*

Dear wife! with sweet, low voice she syllables  
Some precious music hoarded in her heart,  
And I am flooded with melodious rain,  
Like Nature standing crown'd with sunlight shower."

GERALD MASSEY, "*Wedded Love*."

"T is not good that the man should be alone," sayeth one of the oldest and the best of books in that beautiful idyll—if it were nothing else—of the evolution of man and especially of woman in Eden with its primitive beauty and purity. And this has been the opinion of the most of men since that time, when Adam had a "help-meet" given to him. Whether marriages are made in heaven or not—many of them are made on earth, and some are as blessed as if that mating were done with the wisdom and goodness that arranged the first marriage in Eden.

On February 11th, 1863, the *Times* contained the following announcements:—

On the 10th inst. at Christ Church, Paddington, by the Rev. L. E. Shelford, James Hall, Esq., of Tynemouth, to Isabella, second daughter of Thomas Sopwith, Esq., M.A., F.R.S., of Cleveland Square. No cards."

"And at the same time and place by the Rev. L. E. Shelford, brother of the bridegroom, William, eldest son of the late Rev. William Heard Shelford, Rector of Preston, Suffolk, to Anna, third daughter of Thomas Sopwith, Esq., M.A., F.R.S., Cleveland Square. No cards."

Two sisters were thus married on the same day, in the same church, and by the same clergyman. They were the daughters of the well-known North country

civil engineer,† Thomas Sopwith, whose “Life, with Excerpts from his Diary of Fifty-Seven Years,” has recently been published by Messrs. Longmans, Green, & Co. It was written by Benjamin Ward Richardson, M.D., L.L.D., F.R.S., the eminent London physician and author, and an old friend of Mr. Sopwith. It bore testimony to the merits of the family with which Mr. Hall has by marriage become connected. The Sopwiths are an old Newcastle family of a good stock. Mr. Thomas Sopwith was born on January 3rd, 1803, and died at 103, Victoria Street, Westminster, on January 16th, 1879, aged seventy-six years. Mr. Sopwith lived for twenty years at Allenheads, but removed in the latter part of 1864 to London, where he resided until his death.

Two North country families were thus united. The home in which Miss Sopwith passed her early life was one in which a busy civil engineer found time to keep in touch with all the stirring life of English society, then just beginning to move with railway speed; and it was close to the home of the railway system. In many respects the change was slight from the home of the busy engineer to that of the busy merchant, as both were most studious and both full of projects for the better utilisation of men and metals, and the right employment of material and human forces.

The Halls have not been a marrying family, and the youngest son set the example, being captured at first sight, as in a moment of confidence, by his “ain fireside,” long years afterwards, he once let out. He met Miss Sopwith at a gathering in a friend’s house, and then said to himself, “If ever I marry, I will marry that woman.” It was a vow unheard by mortal ear, but a prophecy fulfilled most fully and happily before long.

The bells of St. Nicholas' Church, Newcastle, were rung to celebrate the occasion, and the joyful event was not overlooked at Allenheads, so long the home of Mr. Sopwith and his charming, frank, and good-hearted daughter. Mr. Hall's friends dined together in honour of the event at the Queen's Head Inn, Newcastle, between thirty and forty gentlemen being present. They drank the health of the happy pair, and success to the undertakings with which Mr. Hall was connected.

The happy pair spent their honeymoon in a tour on the Continent and to the Holy Land. There was something unique in the selection—although not at all out of place when it is remembered that the first recorded miracle of Christ was at a wedding feast, and marriage itself is a divine and scriptural institution. This pilgrimage of love and duty brought with it, no doubt, sweet influences that had their effect upon both their lives, in which there has been more or less consecration to the service of humanity. For no one, not even the most sceptical, has trod—

“Those holy fields”

without having stirred within him higher impulses from that life divine—felt to be divine in its purpose, whatever its origin. About eighteen months before Mr. and Mrs. Hall visited Palestine, Ernest Renan, the celebrated French historian and sceptical writer, visited Syria, with his wife and sister, and wrote his “*Vie de Jésus*” on a spur of the Lebanon. He and his sister were attacked by a fever, and she died while he was in the delirium of the fever. He dedicated his “*Life of Jesus*” “to the pure soul of my sister Henriette, who died at Byblos, September 24th, 1861. In the bosom of God, where thou art resting, dost thou remember,” he wrote, “those

long days at Ghazir, when alone with thee I wrote the pages inspired by the places which we had visited together?" "The personality of Jesus came out," says Francis Espinasse, in his recently published "Life of Renan" (Scott), "with startling distinctness as Renan traversed the regions in which the gospel history is laid: 'Thus it was,' he wrote, 'that the whole history which in the distance seemed to hover in the clouds of an unreal world acquired a substantial body and a solidity which astonished me . . . I had before my eyes a fifth gospel, mutilated but still legible, and across the narratives of Matthew and Mark, instead of an abstract being, who might have been supposed never to have existed, I saw living and moving a human figure worthy of all admiration.'" And Renan closed the book with these remarkable words: "Whatever may be the unexpected phenomena of the future, Jesus will never be surpassed. His worship will unceasingly renew its youth; His legends will be the source of endless tears, the host of hearts will be melted by His sufferings; all the ages will proclaim that among the sons of men there has not been born one greater than Jesus." This visit inspired Renan to write in a different strain to what he would have done had he never trod "those holy fields," and Mr. Hall caught some of the inspiration that Renan saw in the work and life of Christ—"Christianity combined the two conditions of great successes in the world, a revolutionary point of departure and the possibility of continuing to live. Whatever is intended to succeed should supply these two wants, for the world desires at once to alter and to last. While announcing an unparalleled subversion of human affairs, Jesus proclaimed the principles on which for eighteen hundred years society has reposed."

A married life begun in a land whose soil was consecrated, even to minds filled with doubts, like Renan's, must have had an equal effect upon minds not so doubting, and a life of high activity and deep human sympathy might be expected from such a start in the union of two souls then joined together in holy wedlock.

The tour in Palestine furnished material for more than one lecture by Mr. Hall. In a lecture delivered in the Church of England Institute, Newcastle, on March 27th, 1866, entitled "Reminiscences of a Tour in the Holy Land in 1863," Mr. Hall said :—

"In the early part of 1863 I visited the East, spending a few weeks in Egypt and in the Holy Land. On the present occasion I bring before you a few historical notes and topographical memoranda, combined with personal reminiscences of travel in the land which, of all others on the face of the earth, is the most interesting, being in a sacred point of view 'the glory of all lands.' Providence has been pleased to make the country, which for sacred pre-eminence we call 'the Holy Land,' the scene of the most momentous transactions in the history of mankind. All the important phases in the spiritual advancement of the human race link themselves to this region, and interwoven with our earliest recollections and our holiest feelings are the varied fortunes of what our own immortal Shakespeare has designated—

" 'Those holy fields,  
Over whose acres walked those blessed feet,  
Which [eighteen] hundred years ago were nail'd,  
For our advantage, to the bitter cross.'

*King Henry IV.*, pt. 1, act 1, sect. 1.

"After passing a brief period in Egypt, where we visited Alexandria, Cairo, the Pyramids, and other objects of interest,

we re-embarked at Alexandria on board a Russian steamer for Jaffa. It is only within the last few years that steamers have been employed on this coast. They trade between Alexandria, Constantinople, and the Black Sea. Formerly the voyage would have to be made in a sailing vessel to Jaffa, or else over the desert to Jerusalem on camels, a tedious journey of fourteen to sixteen days' duration from Cairo. There is no harbour at Jaffa, and the vessel lies off at a distance of two or three miles from the shore, and the difficulty of landing by means of small boats is very considerable.

"Jaffa, the Joppa of Scripture, is a town which rose early into importance as the landing-place for Jerusalem, for it cannot be called a harbour. The modern town stands on a promontory rising to a height of one hundred and fifty feet above the sea. On the north it overlooks the valley of Sharon as far as Mount Carmel, which is seen in the distance; and to the south is the Philistine plain, which is a continuation of that of Sharon; and eastward lie the hills of Judæa. The interior of the town presents a miserable aspect—narrow streets, choked with dust and filth in summer, and loaded with mire in winter. A population of five thousand, compressed into hovels, constitute the town and people. In historical interest Joppa stands high. It was hither that the cedars hewn in Lebanon were brought for the building of both the first and second temple.\* In Christian history it was the scene of the miracle of St. Peter in restoring Tabitha to life,†

---

\* "And we will cut wood out of Lebanon, as much as thou shalt need: and we will bring it to thee in floats by sea to Joppa; and thou shalt carry it up to Jerusalem." (2 Chron. ii. 16).

"They gave money also unto the masons, and to the carpenters; and meat, and drink, and oil, unto them of Zidon, and to them of Tyre, to bring cedar-trees from Lebanon to the sea of Joppa, according to the grant that they had of Cyrus king of Persia" (Ezra iii. 7).

† "Now there was at Joppa a certain disciple named Tabitha, which, by interpretation, is called Dorcas: this woman was full of good works and alms-deeds which she did. And it came to pass in those days, that she was sick and died: whom when they had washed, they laid

and here that apostle dwelt in the house of Simon the tanner.\* The walls of this house, overhanging the seashore, are still pointed out. In the war which distinguished Judæa the town was garrisoned by a strong Jewish force, but was stormed by the Roman troops, with a slaughter of twelve thousand of its unhappy defenders. In the Crusades, the most gallant achievement of Cœur de Lion was performed in defeating the Saracen army under its walls; but it paid dearly for the Christian triumph in the return of the enemy in irresistible force, and in the storming with a massacre of twenty thousand lives. Napoleon made himself master of Jaffa in 1799, but there his success terminated. He is reported to have put to death under its walls four thousand Moslem prisoners, who had given themselves up to one of his lieutenants on the understanding that their lives would be spared. It is also here that he ordered four thousand five hundred of his own sick to be poisoned in the hospital, which is now the Armenian Convent. It was at Jaffa also that I saw the celebration of the festival which follows the termination of the Ramadan, the Mahometan Lent, a time during which no strict Moslem partakes of food between sunrise and sunset. The inhabitants were dressed in their gayest colours, and the peculiar costumes of the East are to a European eye most striking. The festival

---

her in an upper chamber. And forasmuch as Lydda was near to Joppa, and the disciples had heard that Peter was there, they sent unto him two men, desiring him that he would not delay to come to them. Then Peter arose, and went with them. When he was come, they brought him into the upper chamber: and all the widows stood by him weeping, and shewing the coats and garments which Dorcas made while she was with them. But Peter put them all forth, and kneeled down, and prayed; and, turning him to the body, said, Tabitha, arise. And she opened her eyes: and when she saw Peter, she sat up. And he gave her his hand, and lifted her up; and when he had called the saints and widows, he presented her alive. And it was known throughout all Joppa; and many believed in the Lord. And it came to pass, that he tarried many days in Joppa with one Simon a tanner" (Acts ix. 36, etc.).

\* "He lodgeth with one Simon a tanner, whose house is by the seaside" (Acts x. 6).

was celebrated outside the town. The women, with their faces concealed by the indispensable covering so strictly enforced in the East, sat like so many statues on the graves of the cemetery ; while on the opposite side of the road booths were erected wherein coffee and sweets were dispensed ; and numerous amusements, largely bearing the stamp of our own English fairs, were afforded to young and old, who seemed thoroughly to give themselves up to such innocent sports. A guard, however, regularly kept up a respectful distance between the men and the women.

“ Before asking you to accompany me in imagination from Jaffa to Jerusalem, let us take a brief glance at the configuration and position of the country. The size and physical characteristics of the Holy Land are not in proportion to its moral and historical position. The country is not much larger than Wales, the distance from Dan to Beersheba being a hundred and forty miles, and from the Jordan to the sea averaging forty miles. On the north it is shut in by the high mountain-ranges of Lebanon ; on the south it is enclosed by the arid and inhospitable deserts of the peninsula of Sinai ; on the west it is hemmed in by the Mediterranean, and on the east by the enormous trench or chasm of the valley of the Jordan,—so that on all sides it seems shut in from the rest of the world—a peculiar country for the home of a peculiar people. It is essentially a mountainous country, consisting of a mass of limestone hills which forms a central line of land from north to south, and bordered on each side (namely, east and west) by a broad belt of lowland. On the west this lowland is the Plain of Philistia and of Sharon ; on the east the deep Jordan valley, beyond which rise the mountains of Bashan, Gilead, and Moab. The general central position of the mountains from north to south is interrupted by the ridge which runs to the sea at Mount Carmel. On the northern side of this ridge the lowland breaks across the centre of the country, constituting the plain of Esdraelon or Jezreel, the great battlefield of Palestine. One can hardly convey an



adequate idea of the general aspect of the country, everything is so entirely different from what we meet with in Europe. The vegetable kingdom, the brute creation, and man himself in his manners, customs, and appearance, are quite dissimilar to anything one has met with before; so much so that we feel almost as if we had alighted on a new planet. But the general appearance of decay and devastation causes the first sensations we experience after landing on ground once trodden by the mightiest of mankind to be those of dejection and disappointment. Leaving Jaffa on our way to Jerusalem, we cross over the lowland country of the plains of Sharon and Philistia. The word 'plain' is merely applied in comparison with the steep rocky mountains of Ephraim and Judah beyond it. It is not entirely a dead level, but rather undulating. It is admirably suited to agriculture, and though badly tilled its fertility is marvellous, producing enormous crops of weeds or grain, as the case may be. In the Roman times this region was considered the pride of the country, but now, through fear of the Bedouins on the one hand, and the Turkish officials on the other, the teeming soil is doomed to unproductiveness. Nine miles from Jaffa we pass through Lydda, or Ludd, the Lod of the Old Testament.\* It contains the remnants of the church of St. George, supposed to have been built by Richard Cœur de Lion. Lydda is interesting as the scene of St. Peter's miracle of curing the palsied Eneas. From Lydda we approach to Ramleh, through olive groves and fruit gardens, and reach the place just at sunset. The tolling of the sunset bell from the minaret of the mosque, calling all Moslems to prayer, the magnificent sky, and the death-like stillness which reigned around, formed an impressive and melancholy scene. We passed the night at Ramleh in the Latin Convent, which is the largest in Palestine, and the following morning resumed our journey, reaching towards the mountain land of Judæa,

---

\* "The sons of Elpaal; Eber, and Misham, and Shamed, who built Ono and Lod, with the towns thereof" (1 Chron. viii. 12).

and passing through places of high historical importance. It may be said, almost without exaggeration, that the Bible is the best handbook to Palestine, because it so constantly refers to localities. To the east of our route lies Ajalon, in the valley of which we read that Joshua commanded the sun to stand still till he had smitten the Amorites.\* A little further on we come to the alleged site of Emmaus, renowned as the scene of our Saviour's journey with the two disciples after His resurrection; but as the distance of this place from Jerusalem does not answer to that given by Luke,† the probability is much against the authenticity of this site.

"We have now entirely left the plain country, and the remainder of our way is a narrow defile, steep and rugged, a wild track in a mountain region, impassable to all but pedestrians and sure-footed animals. We passed, in a secluded spot, a village which, until recently, was the seat of a celebrated chief, the daring robberies and cool murders committed by him and his ancestors, in defiance of Turkish pashas, making them the terror of travellers on the road. The march across these desolate hills of Judæa possesses a sublime and thrilling interest. The path lies over the summit of three successive ascending ridges, with shelving rocks jutting out, and through mountain gorges, overhung with frowning heights. It is worthy of remark how strongly attached the ancient Israelites were to their mountain fastnesses. A people, so exclusive as they were, rejoiced in the elevation and inaccessibility of these highland regions. This is evident from the frequent allusion to them in the Bible. The 'mountains' were to 'bring peace,' 'the little hills righteousness,' and when plenty

---

\* "Then spake Joshua to the Lord, in the day when the Lord delivered up the Amorites before the children of Israel, and he said in the sight of Israel, Sun, stand thou still upon Gibeon; and thou, Moon, in the valley of Ajalon" (Josh. x. 12.).

† "And, behold, two of them went that same day to a village called Emmaus, which was from Jerusalem about threescore furlongs" (Luke xxiv. 13.).

came, the corn was to flourish on 'the top of the mountains,'\* and of the Church it is said, 'her foundation is upon the holy hills,'† alluding to the position of Jerusalem in the midst of the hilly country.

"Jerusalem stands near the summit of this mountain ridge, which is an elevated and uneven table land, about twenty-five miles across, and cut up into deep valleys. The region rises in elevation towards the south, so that it is only in that direction that the heights are superior to Jerusalem itself. The city is two thousand six hundred and ten feet at its highest point (the north-west corner) above the level of the sea, from which it is distant thirty-two miles. The height is about the same as the summit of the Cheviot range in Northumberland. This elevation of the Holy City explains several little expressions in Scripture, such as 'the tribes go up' to Jerusalem.‡ 'A certain man went down from Jerusalem to Jericho.'§ The descent to Jericho is no less than three thousand six hundred feet in eighteen miles. Jerusalem

---

\* "The mountains shall bring peace to the people, and the little hills, by righteousness. There shall be an handful of corn in the earth upon the top of the mountains; the fruit thereof shall shake like Lebanon: and they of the city shall flourish like the grass of the earth" (Psalm lxxii. 3, 16.).

"Also, thou son of man, prophesy unto the mountains of Israel, and say, Ye mountains of Israel, hear the word of the Lord. But ye, O mountains of Israel, ye shall shoot forth your branches, and yield your fruit to my people of Israel; for they are at hand to come forth. And I will multiply upon you man and beast; and they shall increase and bring fruit; and I will settle you after your old estates, and will do better unto you than at your beginnings; and ye shall know that I am the Lord" (Ezek. xxxvi. 1, 8, 11.).

† "His foundation is in the holy mountains" (Psalm lxxxvii. 1.).

‡ "Whither the tribes go up, the tribes of the Lord, unto the testimony of Israel, to give thanks unto the name of the Lord" (Psalm cxxii. 4.).

§ "And Jesus, answering, said, A certain man went down from Jerusalem to Jericho, and fell among thieves, which stripped him of his raiment, and wounded him, and departed, leaving him half dead" (Luke x. 30.).

does not come into sight till we are close upon it; but at length we reach it after being seated for nine hours in the saddle, exposed to a scorching sun. Whatever interest attaches to the Holy Land applies in an intensified degree to Jerusalem. To this city, as to a centre, every association connected with Palestine converges. It has supplied matters of record for all time and for all memory, things which can never really grow old, intermingled as they are with the broad current of man's moral history from beginning to end. Here, the sorrowing fragment of God's ancient people recline around the site of the temple, and those who bear the name of Christians crowd to the sepulchre of Christ, while the Moslem masters of the land look down upon both with compassion, scorn, and derision; and yet it is the only city in the world which Jews, Christians, and Mahometans, people of such different origin, races, languages, and religions, regard with almost equal veneration.

"The greatness of Jerusalem is measured by a more exalted standard than other renowned cities of antiquity. It is not to be estimated by its extent, its population, its external grandeur, its large territories or its powerful armies, but by the depth and the fulness of the interesting spiritual and temporal associations which, in the course of ages, have been gathered round it, as the chosen city of Jehovah's favour. Here probably was the seat of the kingdom of the mysterious Melchizedek. Here, we read also that upon Mount Moriah, Abraham was commanded to offer up his son Isaac; David's sacrifice on the same spot stayed the hand of the avenging angel; and the same site was chosen for the temple built by Solomon, in which the Divine glory was visibly manifested. Many have been the changes of fortune through which the city has passed. The number and severity of the sieges it has undergone are almost unparalleled. In a period of fifteen centuries, from the time when 'the children of Judah smote it,' as described in the Book of Judges, chap. i., to the terrible destruction so solemnly foretold by Christ, the city was besieged no fewer than seventeen times; twice it was razed to the ground, and

on two other occasions its walls were levelled. And yet, through all these disasters, and through many troubled periods in modern history, Jerusalem survives. The limits of time forbid me to do more than give the briefest glance at the history of the Holy City. It was not till a comparatively late date in the career of the Hebrew nation that Jerusalem became the capital; that is, not until the monarchy had been firmly established under David, by whom the city was conquered from the Jebusites. It is remarkable that Jerusalem was both the civil and ecclesiastical metropolis of all Israel only during the single but brilliant reign of Solomon. Its disasters began in the reign of Rehoboam, when it was captured by Shishak, king of Egypt, B.C. 973. B.C. 590, Nebuchadnezzar captured and destroyed the city, and carried away as captives all the principal inhabitants to what is called the Babylonian captivity, when, according to Isaiah, 'Zion was left a wilderness, and Jerusalem a desolation, the holy and beautiful house burnt up with fire, and all pleasant things laid waste.'\* After an absence of seventy years the Jews returned, and rebuilt the temple and the city during the Persian dominion. Alexander the Great, the Ptolemies of Egypt, and the Syrians were successively masters of Jerusalem, till the fearful persecution of the Syrian king, Antiochus Epiphanes, led to the famous revolt of the Maccabees, whose pious heroism restored the Jews to independence, B.C. 163 until B.C. 68, when Jerusalem was taken by the Romans under Pompey. Herod the Great was nominated by the Romans King of Judæa, and under his rule the city assumed a new and more magnificent aspect. The temple was again rebuilt, and neither labour nor expense were spared to render the edifice a worthy successor of that of Solomon. Forty-five years after the prophecy of our Lord, the Romans under Titus

---

\* "Thy holy cities are a wilderness, Zion is a wilderness, Jerusalem a desolation. Our holy and our beautiful house, where our fathers praised thee, is burnt up with fire: and all our pleasant things are laid waste" (Isaiah lxiv. 10, 11).

stormed the city, and massacred an incredible number of the revolted Jews. They razed to the ground, never again to be rebuilt, that temple which had called forth the enthusiastic admiration of the disciples—'Master, see what stones and what buildings are here!' And the dread prediction was fulfilled, there was not 'one stone left upon another.'\* In the reign of Adrian, A.D., 135, after another Jewish insurrection, is dated the final dispersion of the Jews among all nations, when they were forbidden, on pain of death, to approach Jerusalem. In the fourth century Christianity became the established religion of the empire under Constantine, and that emperor and his mother Helena, who, at the age of eighty years was a pilgrim to the Holy Land, erected the churches on the supposed sites of the nativity at Bethlehem, the holy sepulchre at Jerusalem, and the ascension on Olivet.

"In 614 the city was taken by storm by the Persians, and the church of the sepulchre destroyed, and in 636 it was again taken by the Moslems under the Caliph Omar, and Judæa became annexed to the empire of the Caliphs, from whom it was wrested, A.D. 1065, by the Turkish hordes, but recovered again by the Fatimite Caliphs of Egypt just before the first Crusade. The terrible cruelties which the Turks exercised towards the Christians aroused the indignation of Europe, and led to the Crusades. In 1099 the city was taken, and the Crusaders' kingdom of Jerusalem established, which lasted till the city, eighty-eight years afterwards, was captured by the renowned Saladin, and, after three or four times changing masters, the Christians were in 1243 driven out for the last time, since which it has remained under the sway of the Moslem, first under the Mameluke Sultans of Egypt, till 1517, when it passed by conquest to the Turks, of whose empire it

---

\* "And as He went out of the temple, one of His disciples saith unto Him, Master, see what manner of stones and what buildings are here! And Jesus answering, said unto him, Seest thou these great building? there shall not be left one stone upon another, that shall not be thrown down" (Mark xiii. 1, 2).

still forms part. Almost all travellers express disappointment on entering the Holy City. The magic of the name is dissipated by a most unholy reality. We meet with coarse Mahometans, hardened Jews, and superstitious Christians, with nothing to indicate the former greatness of the place, so true is the language of Scripture, that 'from the daughter of Zion all beauty is departed.'\* Still upon reaching Jerusalem our feelings could not be otherwise than strongly excited, for here the Saviour of the world taught and died. But now 'the city sits solitary, and is become a widow.'† How sadly does its forsaken and blighted appearance send the imagination back to the last days of the Redeemer, who, not many hours before He suffered, concluded His public ministry, as He departed from its glorious temple for the last time, with the memorable words, 'O Jerusalem, Jerusalem, thou that killest the prophets, and stonest them which are sent unto thee, how often would I have gathered thy children together, even as a hen gathereth her chickens under her wing, and ye would not! Behold your house is left unto you desolate.'‡

"Amidst so many revolutions and destructions it may well be supposed that few of the early antiquities of the city retain at the present day their original appearance, or remain in a state to be recognised. The very height and dimensions of the ground are all changed by the accumulated rubbish of successive ruins. In seeking a solid foundation for the Protestant Church on the modern Zion the builders dug down

---

\* "And from the daughter of Zion all her beauty is departed: her princes are become like harts that find no pasture; and they are gone without strength before the pursuer" (Lam. i. 6).

† "How doth the city sit solitary that was full of people! how is she become as a widow! she that was great among the nations, and princess among the provinces, how is she become tributary" (Lam. i. 1).

‡ "O Jerusalem, Jerusalem, thou that killest the prophets, and stonest them which are sent unto thee, how often would I have gathered thy children together, even as a hen gathereth her chickens under her wings, and ye would not! Behold, your house is left unto you desolate" (Matt. xxiii. 37, 38).

nearly forty feet before coming to the solid rock. Truly the prophets spake with divine accuracy when they said, 'Jerusalem shall become heaps.' \* It is only the places round about the city, such as the Mount of Olives, the Valley of Jehosaphat, etc., that retain anything of their former character, and in one respect even they are very different, being rocky and barren instead of fertile and cultivated as of old ; there are now no herds pasturing on the neighbouring hills, no forests clothing their sides, no waters flowing through the valleys, but a rude scene of melancholy waste, in the midst of which the ancient glory of Judæa bows her head in solitary desolation. Jerusalem exhibits the external aspects of an Oriental city of no great size, with round-topped edifices and mosques. It is surrounded by a wall not more than two or three miles in circuit. The number of resident inhabitants is probably not more than seventeen thousand. The streets are narrow and dirty, and the appearance of the houses is wretched in the extreme. The houses being without windows in the lower story present a lifeless uniformity, and the general aspect is that of ponderous gloom. If there be beauty in Jerusalem it is the sublime beauty of stern endurance. We first visit the *Via Dolorosa* (the way of sorrows), a dirty, crooked lane, to which tradition points as the path trodden by the Saviour on the way to Calvary. Here, it is said, is the spot where Pilate's house stood, and where now still stands that of the Governor. On the left are two arches in the wall where the Judgment Hall stood. On the opposite side is the Church of Flagellation, on the presumed site where Christ was scourged. The street is spanned by the Arch of the *Ecce Homo*, where Pilate presented our Lord to the people, and where now stands a small French convent for educating Arab children. The *Via Dolorosa* leads to the Church of the Holy Sepulchre, which is the site of Calvary

---

\* "Therefore shall Zion for your sake be ploughed as a field, and Jerusalem shall become heaps, and the mountain of the house as the high places of the forest" (Micah iii. 12).



according to mediæval tradition ; whether the tradition be correct or not this church must always rank among the most interesting objects within the walls of Jerusalem, and to it first of all every pilgrim directs his steps. But the traveller's expectations are strangely disappointed, when approaching the tomb he finds himself in presence of a church having nothing striking in its architecture, and surrounded by dilapidated buildings. This church has been several times destroyed and rebuilt, so that no part of the original structure of Helena probably remains, but the date of the present building appears to be the time of the Crusades, the church having been rebuilt and enlarged by the Crusaders in 1130. In 1808 it was nearly destroyed by fire, and being neglected by the Latin Christians it was repaired by the Russian Government, and consequently the Greek monks have been put in possession of the most venerated parts of the edifice. On entering the vestibule four Turkish guards are discovered sitting on their divan to preserve order. In front of the entrance lies the 'stone of unction,' upon which our Saviour is said to have been anointed. Immediately under the centre of the dome is the Chapel of the Holy Sepulchre, built of marble, being a kind of church within the church, and is twenty-five feet in length, and its breadth and height in proportion. It is divided into two chapels, one containing the sepulchre, and the other the stone of the angels where they announced to the holy women the resurrection of our Lord. The sepulchre itself has to be approached by a low, narrow entrance, and is only large enough to admit a few persons at once. It is lighted by lamps of gold and silver, and perfumes are always burning in it. The tomb itself is covered by a sarcophagus of white marble, which entirely conceals the primitive rock in which the sepulchre is hewn. A distance of two hundred and eighty-five feet from the sepulchre, but included within the church, is the alleged site of Mount Calvary, which is reached by a flight of steps. An orifice, encircled with gold, is pointed out as that *in which* the cross was fixed. Within the same church local

identification is carried to an extent which is very much to be regretted. For instance, the spot where the Saviour is said to have appeared to Mary; the place where the soldiers parted Christ's garments, and many other similar cases. The edifice is used by the Greek, Armenian, and Latin Churches, parts of it being divided amongst them respectively. The Greeks have possession of the principal places, and it is they who celebrate here the most profane ceremony known to Christendom. On Easter Eve there proceeds from the altar of the Holy Sepulchre a flame which is said to be brought down from heaven by an angel, in imitation of that which descended on Mount Carmel at the prayer of Elijah. The crowd to witness this ceremony is so great that on several occasions many lives have been lost, as many as four hundred in 1834. The faith in the virtue of the celestial flame is such that believers take their stand round the chapel one or two days previous to the ceremony. The bishop alone is admitted to the interior of the chapel; when the display has been gone through, the crowd slowly retire, preserving the remainder of their tapers lighted from the sacred fire to melt them on strips of linen, which they intend to be sewn into their winding sheets as sure passports to paradise. The ceremony is one of the most odious impostures ever enacted, and I am glad to say it is entirely repudiated by the Latin Church.

"We will now turn our attention to the site of the Temple. It is beyond all doubt that it stood within the area now called the 'Haram-esh-Sherif,' or 'the noble sanctuary,' the central building of which is known to travellers as the Mosque of Omar. How much of that area the Temple covered is not quite so certain; but this much is indisputable that the south-west angle was one of the angles of the Temple Courts. About one hundred yards from this corner, and on the western side of the area without the walls, is the Jews' place of wailing. For some centuries the Jews have been permitted to approach the precincts of the Temple of their fathers, and every Friday they assemble here to raise their cry of lamentations over a

dishonoured sanctuary ; and well may they repeat the words of the Psalmist.\* At the time of our visit there might be about one hundred present. They frequently, in the course of their wailings, kiss the wall, of which some of the lower courses of masonry undoubtedly formed part of the substructure of the platform whereon the Temple stood. The foundation of the Temple was laid in the fourth year of Solomon, B.C. 1012, and the building was completed in seven and a half years. Of the architectural splendour of this structure we have but an indistinct idea. One-eighth of the whole modern city is occupied by the Harem enclosure, surrounding, as before observed, the Mosque of Omar. This is the most handsome part of the city, both as regards architectural and picturesque effect. It suggests painful reflections to the Christians, as well as to the Jew, to see the thrice holy ground occupied by Mahometan Mosques. The Mosque of Omar is considered by the Moslems the most holy place on earth next after the Mosques of Mecca and Medina. The entrance until recently was forbidden to Christians. After the Crimean war the fanaticism of the Moslems was relaxed, and the Duke and Duchess of Brabant were admitted ; since then admission has been granted to others, and now to all on payment of a fee. The visit must be between the hours of six and nine in the morning, and the visitor, as usual in Mahometan temples, has to divest himself of boots and provide himself with slippers. The building combines elegance with simplicity. It is circular, and is surmounted by a dome ; on the outside are beautifully coloured earthen squares, upon which are written verses from the Koran. The stained windows are very handsome. In front of the eastern entrance stands a dome supported by columns, which Moslem tradition points out as being the site where David's tribunal

---

\* "O God, the heathen are come into Thine inheritance ; Thy holy temple have they defiled ; they have laid Jerusalem on heaps. We are become a reproach to our neighbours, a scorn and derision to them that are round about us. How long, Lord ? wilt Thou be angry for ever ? 'all Thy jealousy burn like fire ?" (Psalm lxxix. 1, 4, 5.)

stood. The 'Mosque of Omar' is not so called by the Moslems; they name it 'Kubbet-es-Sukhrah,' 'the Dome of the Rock.' This rock stands in the centre of the building, and occupies nearly all the space covered by the cupola. From this rock Mahomet is said to have ascended to heaven. The Moslems affirm that it is suspended in space by the divine will, and they conduct the visitor to a chamber underneath to show, or pretend to show, that such is the fact. They also pretend to show the footmarks of our Saviour, of the angel Gabriel, of Enoch, etc. Under the rock is a well about which numerous legends are told. Among other traditions connected with this rock is that it was the threshing-floor of the Jebusite, where David built an altar unto the Lord, and offered burnt offerings and peace offerings that the plague might be stayed.\* Adjoining the Mosque of Omar, and within the square of the Harem, stands another Mosque called El Aksa. Its interior presents nothing remarkable; within the same ground are shown subterranean passages, and also a chamber containing the alleged cradle of our Saviour. On leaving the building, and near to the supposed site of Solomon's porch, is shown a window, called the Judgment Window, where it is alleged that Mahomet will sit at the last day, calling all Moslems to him. Of the ancient temple itself there are of course no remains whatever, all trace of the building is so utterly swept away that the ground it occupied is the subject of learned argument.

"It may seem disappointing to some that so great uncertainty should hang over spots whose sacred associations are the most overwhelming on the face of the earth. That they are divinely concealed is rather gratifying than otherwise, when we bear in mind the pious frauds of which some alleged sites have been the scene; they would thus be preserved from desecration like the burial-place of Moses, which to prevent adoration was

---

\* "And Araunah said, Wherefore is my lord the king come to his servant? And David said, To buy the threshing-floor of thee, to build an altar unto the Lord, that the plague may be stayed from the people" (2 Samuel xxiv. 21).

never permitted to be known. The heart and the understanding must therefore rest contented that, whether in one precise locality or in another, here in this Holy City trod our blessed Lord, here were wrought His miracles, and were heard those lips which 'spake as never man spake.' Under such feelings minute questionings disappear, and all Jerusalem is one consecrated locality. Through these streets the Saviour passed; on that height He taught in the Temple Courts, from yonder Mount of Olives He looked down on the sacred walls and glittering domes of Jerusalem. These facts are known beyond all doubt, and are sufficient to attract to Jerusalem the deepest feelings of the Christian mind. Let us now proceed outside the city by the eastern outlet, the gate of St. Stephen, near which, according to tradition, the first Christian martyr was stoned; and descending the hill we reach the Garden of Gethsemane. It is enclosed within four walls, and occupies a small area. Our attention is called by the old monk to the ancient olive trees which, he asserts, existed when our Saviour visited the hallowed place; the truth of this, however, we cannot quite admit, knowing that every tree about Jerusalem was destroyed in the siege of Titus. But there is no reason to doubt the correctness of the site of Gethsemane, as it could not have been far from this position. The grotto of the agony, the spot of the betrayal, the place where the disciples slept, are all pointed out, but are of course purely ideal. Nevertheless, those olive trees, though not the original ones, are trees on, or certainly very near to, the site of Gethsemane, and as such they are of all the sacred memorials of Jerusalem the most touching, and except the everlasting hills themselves the most nearly carrying back our thoughts to the events they commemorate. Adjoining the garden is the alleged tomb of the Virgin Mary. Proceeding up the Mount of Olives, the scene of many of the last recorded acts in the life of our Saviour, we reach, on the summit, the Church of the Ascension, most humble in its appearance, both externally and internally. Here tradition places the site

of the ascension, but St. Luke says it was from Bethany, which village lies over the brow of the mountain.\* The original church built by Helena having been destroyed, the present small edifice was built in the thirteenth century, and has ever since been in the hands of the Moslems. It contains a rock, which has been pointed out to pilgrims ever since the seventh century as imprinted with the footsteps of the Redeemer. The church is surrounded by the court of a mosque, and from the top of its minaret is obtained a view of which it has justly been said 'the world can offer no equal.'† Looking westward Jerusalem lies as a panorama before you, with the Valley of Jehoshaphat below; eastward, the desert of Judea, extending down to the valley of the Jordan and the Dead Sea, and beyond to the mountains of the Ammonities and Moab.

"The Mount of Olives is a ridge of rather more than a mile in length running from north to south, and covering the whole eastern side of the city. Its height above sea level is two thousand seven hundred and twenty-four feet; little more than one hundred feet higher than the city. Returning to Jerusalem we pass four sepulchres in the Valley of Jehoshaphat on the east side of the Kedron. The first in order is that of Absalom, a square isolated block hewn out of the rocky ledge, and surmounted by a small dome and spire, the entire height about forty feet. The tradition which assigns this tomb to Absalom is unworthy of credit. The Mahometans, Jews, and Christians, as they pass it, cast stones into its aperture as a mark of their abhorrence for the memory of the rebellious son of David. The other tombs are assigned, though without sufficient evidence, to Jehoshaphat, St. James, and Zachariah. The monkish tradition is that into the tomb, which bears his name, St. James retired during the interval between the crucifixion and resurrection. The tomb of Zachariah is held in great veneration by the Jews, who deem it a privilege to be interred near it, and the immense

---

\* "And He led them out as far as to Bethany; and He lifted up His hands, and blessed them" (Luke xxiv. 50).

† *Quarterly Review*, September 1853.

number of tombstones in the vicinity testify to the importance they attach to it in this respect. Making an excursion from the northern or Damascus gate, we come to the remarkable sepulchre called the Tomb of the Kings, the finest monument of the kind in the neighbourhood of Jerusalem. The portal is richly sculptured. The sepulchre is hewn out of the solid rock, and contains several chambers. It is alleged to have been made for the Kings of Judah, but that could not have been, as these sepulchres were on Zion.\* There is sufficient evidence to show that this splendid tomb is that of Queen Helena, widow of a King of Adiabene; she was a convert to the Jewish faith, and lived in the times of the Apostles. The grotto of Jeremiah (so called by the monks) is in the same neighbourhood, but presents nothing remarkable. A great deal more might be added on the history and topography of Jerusalem if time permitted, but we must now leave it to visit the banks of the Jordan.

“As soon as we land in Palestine, the dragoman, engaged in Egypt, arranges for and supplies us with everything necessary for the journey, including hotel accommodation (such as it is), the means of transport, etc.; and in this country you have to carry with you every requisite. Here and there you may obtain the shelter of a convent, but it is under the tent that most of the nights must be passed. The moment you quit any of the towns everything must be provided for beforehand, even, in some cases, to the very water for drinking. The hotel accommodation in Jerusalem is confined to one or two very small inns, and many travellers prefer encamping outside the walls rather than submit to the scanty accommodation offered within. The country is still unsafe to travellers, and none go unarmed. Having provided ourselves with an armed escort, under the

---

\* “So David slept with his fathers, and was buried in the city of David” (1 Kings ii. 10).

“And Solomon slept with his fathers, and was buried in the city of David his father; and Rehoboam his son reigned in his stead” Kings xi. 43),

command of the son of the Sheikh of the Jordan, we left Jerusalem, accompanied by two other parties, for Mar Saba. Our route should have been through Bethlehem, but the road thence to Mar Saba being at this time considered unsafe, we took a different direction. The road leads over a succession of barren hills. Bird, beast, and man shun this arid region, and almost the only living things seen there are an occasional tribe of Bedouins.

"The convent of Mar Saba is a lofty and colossal structure, rising in storeys and terraces one above another against the side of the mountain which forms the ravine, down which the Kedron passes to the Dead Sea. Its situation is in the midst of a scanty but lawless population, and in a scene of wild desolation. Its position renders it impregnable to a native force. The monks keep regular guard at the entrance, and on one of the towers a sentinel is posted to announce the approach, whether of traveller or of Bedouin. They receive strangers with courtesy, but exclude all ladies from within the convent. This monastery boasts of great antiquity, and is said to have been founded twelve hundred years ago. The monks, who belong to the Greek faith, number about thirty.

"Our party here consisted of about eight travellers, and numbering our cattle after encamping for the night, I found it was composed of thirty-three horses. The very fuel and grates to cook our victuals have to be conveyed with us. Continuing our journey early next morning, our route lies through formidable ravines, and our path descends by zig-zags, often at a most dangerous angle. It is impossible to imagine a more romantic scene, or one more death-like. This was the country to which David fled from the persecution of Saul. We catch an occasional glimpse of the Dead Sea, with the hills of Moab in the distance, forming a magnificent panorama which makes an impression on the mind never to be effaced. The heat was most intense. We overtook another party bound in the same direction as ourselves, and, united, we formed a considerable



occupy. The nature of the country as well as the distance determines the time needed for the journey. I cannot conceive a more magnificent view than that of the town and country round Bethlehem as we approached it from the northward. 'Bethlehem, in the land of Judah,' in every age of Christianity is a solemn place in the recollections of mankind. The first mention of it in Scripture is as the burial-place of Rachel, whose tomb is about a mile before we reach the town.\* The touching story of the devoted Ruth also has Bethlehem for its locality; but chiefest of all its Old Testament associations it was the city of David, the birthplace and the home of his ancestors. The town occupies a commanding position on the slope of a ridge. It is small, and, like all other towns in Palestine, in a most dilapidated condition, but, if anything, rather cleaner and neater than usual, which may, perhaps, be accounted for by the inhabitants being all Christians; the Moslems having been expelled for rebellion in 1834 by Ibrahim Pasha. At the eastern end of the town stands, like a citadel, the Greek Convent, which contains St. Helena's Church of the Nativity. This convent was once the abode of St. Jerome. The church was formerly a magnificent building; its nave is still part of the original edifice, and is probably the most ancient monument of Christian architecture in the world. Its original magnificence may be estimated from the costliness of its rows of Corinthian columns, substantial masses of granite eighteen feet high and two and a half feet diameter in a single piece. The Latin and Armenian chapels are in the two transepts. A door opening on to a flight of steps leads down to the Grotto of the Nativity, which is eighty-seven feet long by eleven wide; on the right are three lamps suspended over the manger in which our Lord is said to have been laid. Opposite is an altar covered with a canopy which is said by the monks to

\* "And they journeyed from Bethel; and there was but a little way to come to Ephrath: and Rachel travailed, and she had hard labour. And Jacob set a pillar upon her grave: that is the pillar of Rachel's grave unto this day" (Genesis xxxv. 16, 20).

mark the place where the Magi knelt to make their offerings. The whole site of the Greek Convent is regarded with peculiar reverence by the pilgrims, and relics are exhibited which meet with a ready sale. As this town was the scene of the massacre of the innocents by Herod, some of the relics have reference to that event. It may not be out of place here to observe that one of the causes which led to the Crimean War arose out of a matter connected with this very Church of the Nativity. In a despatch written by Lord John Russell, then Foreign Secretary, he says, 'he should deeply regret any dispute that might lead to conflict between two of the great Powers of Europe, but when we reflect that the quarrel is for exclusive privileges in a spot near which the heavenly host proclaimed peace on earth and goodwill towards men; when we see rival churches contending for mastery in the very place where Christ died for mankind, the thought of such a spectacle is melancholy indeed. Both parties ought to refrain from putting armies and fleets in motion for the purpose of making the tomb of Christ a cause of quarrel among Christians.' 'Stated in bare terms,' says Kinglake, 'the question was, whether for the purpose of passing through the building into the grotto the Latin monks should have the key of the chief door of the church at Bethlehem, and also one of the keys of each of the two doors of the sacred manger, and whether they should be at liberty to place in the sanctuary of the Nativity a silver star adorned with the arms of France, etc.'

"Hebron lies two days' journey south from Jerusalem. Hebron was the abode and is the sepulchre of the patriarchs Abraham, Isaac, and Jacob. It was here that the angels appeared to Abraham as he sat at the tent door, and were entertained by him.\* It is one of the most ancient cities in the world, and the royal residence of David, where he reigned as King of Judah. The inhabitants are almost entirely Moslems,

---

\* "And he lift up his eyes and looked, and, lo, three men stood by him: and when he saw them, he ran to meet them from the tent door, and bowed himself toward the ground" (Genesis xviii. 2).

and here as well as in most other parts of the Holy Land the ground upon which you tread is frequently spat upon by Mahometans, young and old, to mark their abhorrence of its being polluted by the feet of Christians. The Mosque of Hebron covers the cave of Machpelah, but within its enclosure Christians are not permitted to enter; only one Christian, the engineer of the Pasha, has visited it in modern times, till the Prince of Wales, as a special favour, obtained permission to enter. This sepulchre of patriarchs is at once the most ancient, and one of the most undoubtedly genuine of holy places. Jacob on his death-bed makes touching reference to the revered spot when he charged his sons to lay him by the side of his fathers. 'There,' said he, 'they buried Abraham and Sarah his wife; there they buried Isaac and Rebekah his wife; and there I buried Leah.'\* I cannot conclude my observations on the Holy Land, without, at least, one word of reference to its ancient people. There is no fulfilment of prophecy more astonishing than the condition of the Jews in modern times. Scattered for centuries in all lands, they have, as if by a miracle, continued a separate people. Mixed as they are in the commercial dealings of the world, they have still maintained their ancient faith, their ancient customs, and even their peculiarity of features. They have been a byword among nations, and in their own peculiar country their condition is much worse, and they are more persecuted and despised than in any other. The once favoured people seem utterly cast off, and yet we cannot but remember what a debt of gratitude the world owes to them. Of the inspired volume every page was penned by Jewish hands; the sacred victim of the cross, the world's only hope, was of the race of Israel, and His gospel was proclaimed to Gentiles by Jewish lips.

"It would not be of any interest further to detail the particulars of our return to the coast. We arrived there in safety yet not without fatigue, nor without some adventures,

---

\* Genesis xlix. 31.

which we remember with interest. I now, therefore, conclude by regretting that no power of description which I possess can adequately convey to others the deep and lasting impressions made on my mind. Since my return to my happy and prosperous and highly favoured native land, I look upon its plenteousness and peace, its rich fertility and countless blessings with joy and gratitude, greatly enhanced by recollections of the mountains and hills of Judæa, of its desolate wastes, and of its cities that are forsaken."

Mr. Hall thought of revisiting the Holy Land in 1895 ; but at the last moment he found he could not carry out this intention for several reasons. He had intended going with the pastor of the church he attended, and reference to which was made in the *Church News* in the following term : "A short time ago, a kind friend of the congregation made the generous proposal that Mr. Christie should undertake a tour in the Holy Land at his expense. Mr. Christie is deeply grateful, not only to the friend who put it in his power to realise an ambition he rarely ventured to dream of, but also to the sessions and managers and congregation for the eager kindness with which they have smoothed every difficulty out of the way." Mr. Hall did not go, but he sent a cheque to cover the expenses of the minister, who had not the pleasure of his company, although he realised his undreamt-of desire and ambition—a visit to the land sacred to the eyes of every thoughtful man, whether an orthodox Christian or not.

## CHAPTER XII.

### *HOME AND HOME LIFE.*

"The Reason firm, the temperate Will,  
Endurance, foresight, strength, and skill,  
A perfect Woman, nobly planned  
To warn, to comfort, to command."

WORDSWORTH.

"Remember that the Family, the crown of all higher life, is the creation of love; that co-operation, which means power, which means wealth, which means leisure, which therefore means art and culture, recreation and education, is the gift of Love. Remember not only these things, but the diffusions of feeling which accompany them, the elevation, the ideals, the happiness, the goodness, and the faith in more goodness, and ask if it is not a world of Love in which we live."—PROFESSOR H. DRUMMOND, in "The Ascent of Man."

"Mid pleasures and palaces though we may roam,  
Be it ever so humble, there's no place like home."

J. H. PAYNE.

"Would I were with you!—O ye dales  
Of Tyne, and ye most ancient woodlands; where  
Oft as the giant floods obliquely stride,  
And his banks open, and his lawns extend,  
Stops short the pleased traveller to view  
Presiding o'er the scene some rustic tower  
Founded by Norman or by Saxon hands."

"O ye Northumbrian shades which overlook  
The rocky pavement and the mossy falls  
Of solitary Wansbeck's limpid stream!  
How gladly I recall your well-known seats,  
Belov'd of old, and that delightful time,  
When all alone, for many a summer's day,  
I wandered through your calm recesses, led  
In silence by some powerful hand unseen."

AKENSIDE.

“**H**E that hath wife and children hath given hostages to fortune ; for they are impediments to great enterprises, either of virtue or mischief,” wrote Lord Bacon, “of marriage and single life,” in his thoughtful and learned essays. Mr. Hall had given the first hostage to fortune in taking a wife ; but that was not an “impediment,” as we shall see, to “great enterprises,” but rather the opposite, whether in business, public matters, or philanthropy. His choice had been well made, and it might be said with Shakespeare in one of his sonnets—

“Let me not to the marriage of true minds  
Admit impediments. Love is not love  
Which alters when it finds alteration.”

Mrs. Hall became a “help-meet”—a sustainer and sympathiser with her husband in his many and diversified enterprises for home and fatherland—in both the narrower and broader senses of that term. The early years of their married life were spent between Tynemouth, —in a house in Prior’s Terrace, facing “Tynemouth priory and bay,” as Scott says in “Marmion,”—the watering-place for Newcastle at the mouth of the Tyne ; and Bywell Castle on the Tyne—some twenty miles from its mouth—of which a local poet, Gill Thompson, wrote sixty years ago, and it is as true to-day :—

“Then on !—Where Bywell’s hallow’d glades  
In summer splendour seem to hover ;  
Where sunshine bathes each balmy grove,  
New sweets, new beauties, to discover.”

A lovely spot, and the Tyne flows ever seaward, as the same poet sang :—

“By Bywell’s Tower and Prudhoe’s steep,  
In ruin frowning grey.”

And Mr. W. W. Tomlinson in his "Guide to Northumberland," recently published, says :—

"Bywell seems a lovely patch of Arcadia preserved to the modern world amid all the industrial changes that have transformed some of the fairest scenes of Northumberland into black and hideous wastes—the retreat of old and doomed divinities of wood and fountain, banished from their native haunts. From this pleasing land of drowsy head with its

" 'Images of rest

Sleep soothing groves and quiet lawns between,'

may the mining engineer, the railway contractor, and the speculative builder long be held aloof, and

" 'Whate'er smacks of noyance and unrest

Be far, far off expelled from this delicious nest.'

"May poets and lovers of nature for many years to come meditate and dream in the shadow of this 'Castle of Indolence,' and painters transfer to canvas the beauty of its ivy-mantled walls."

It was not always so. A writer seventy years ago said :—

"Bywell was formerly a considerable village, and was celebrated for the manufacture of stirrups, bits, buckles, and other articles, as is testified by the vestiges of forges, dams, etc., which may still be seen here. The period when this trade was discontinued has not been ascertained, though it is recorded as being in a flourishing state in 1569 by the Commissioners of Queen Elizabeth. . . . At a short distance from the hall are the ruins of the old baronial castle, which was once a very strong fortress. Bywell barony, according to the Testa de Nevill, was held *in capite* by Hugh de Baliol by the service of five knights' fees to the king, 'and thirty knights' fees for ward of Newcastle,'—as his ancestors had held it from the time of William Rufus. In the reign of Richard II. it *was* possessed by the Nevils, Lords of Raby, and afterwards

Earls of Westmoreland, who forfeited it in 1571 ; after which it was purchased by a branch of the Fenwick family,"

from whom it was purchased early in this century by the late T. W. Beaumont, Esq., for £145,000, and the adjoining, forfeited estate of the Derwentwaters—Dilston was—recently bought by W. B. Beaumont Esq., from the Greenwich Hospital Commissioners.

Bywell Castle, the country residence of Mr. Hall in his early wedded life, is, as we have seen, a lovely place. It stands on the banks of the Tyne, not far from the home of Thomas Bewick, whose woodcuts, especially his tail-pieces, have made the world familiar with some of the common bits of River Tyne scenery, as well as of his native humour. Mr. Somerset Beaumont, M.P., had resided there before Mr. Hall rented it from Mr. Wentworth Beaumont. The castle is in ruins, but a modern house adjoins and is part of it ; and there the summers were spent until Mr. Hall's family became too great for the pretty but not large residence, in a village that is unique in its character, as it is lovely in its surroundings, and historical in its associations. It has two churches—one very old, with traditions and sculptures of days long gone by. Bywell Hall, the parsonage, and an old inn, now made into a residence for a lady ; the post office and parish clerk's cottage, with the castle, constitute this model village, without village life. The market cross still stands, but the market is elsewhere ; the public-house has gone with the public, the mill with the mill dam ; and the sounds of the armourers making swords have ceased with the end of the strife in Borderland. It is

"Sweet Auburn ! loveliest village of the plain."

The Tyne often, however, sweeps by the castle in turbulence, if it more generally purls along its stony bed in



slumberous murmurings. Once when it was suddenly flooded in a "freshet," or spate—it sometimes rises ten feet in a few hours—the eldest son, Charles, and the son of a visitor, who were fishing just opposite St. Peter's Church, where the river rushes over the rocky *débris* of an old mill, and, later, salmon dam, found, as a chronicler of the period said, "that their retreat was cut off by a deep stream in their rear. Their shouts for help were heard by some visitors who were inspecting the newly-restored church, and a messenger was despatched to the castle for a horse, which was speedily brought, and the foreman of the masons—a Mr. English—employed at the church, mounting the animal, succeeded after three trips in bringing the little fellows safely across the raging flood." It is recorded that in a still more terrible flood a horse was only saved from drowning by getting upon the altar of one of the churches, which stand near to each other. It was more fortunate than many people on that occasion, for there was a great loss of life. The castle was subsequently occupied by Mr. John Hall, and is now the residence also of his nephew who had the narrow escape from drowning, while fishing, and not in deep waters.

Tynemouth has, however, been the chief scene of the domestic life and the birthplace of the social and philanthropic labours as well as of the children of Mr. James Hall of Tynemouth. A house was bought in Prior's Terrace, facing the sea and the mouth of the river Tyne, but having between it and the Marine View a large field in which the children could play and tennis grounds be formed, and which the owners of the Terrace laid out as a park, with trees and shrubs planted on two sides of it, having shady walks beneath them. Beyond this space stands prominently to the north-east the fine and picturesque views of Tynemouth Priory, with the less

picturesque castle and white-painted lighthouse ; while on the other side of the Haven stands the monument of Lord Collingwood, a Tynesider, on the jutting promontory that originally formed the mouth of the Tyne on its north side. In the distance appear the rocky cliffs of the coast to the south, stretching far into the sea at Whitburn, where a colliery in which Mr. Hall has an interest now gives forth a cloud by day ; and the lighthouse on that point—one of the most important on the north-east coast—acts as a pillar of fire by night to the never-ending stream of vessels that make for the Tyne, or are passing it, to and fro. From either side of the river began to stretch away, shortly after Mr. Hall went to Prior's Terrace, the all-embracing and life-saving arms of the Tyne piers, which now safely receive many a tempest-tossed vessel that in times gone by would have been driven on the rocks at Tynemouth or South Shields, or having got into the mouth of the river might have been driven upon the " Black Middens," which are now well within the harbour mouth, and upon which many a goodly bark has foundered since the first Norse keel entered the Tyne. The piers that have transformed the Tyne from a harbour only approachable at high tide, and not safe even then at times, into a harbour of refuge at all times of the tide and in all weathers, are, considering their strength and stability, their massiveness and length, one of the most substantial and noble works of the kind in the world. They have been more than thirty years in building, and are now (1895) receiving their finishing touches and crowning features—the lighthouse at the end of each pier. The north pier is 1033 yards long, and the south pier is 1770 yards long.

The view from the house in Prior's Terrace, therefore, embraced structures that were typical of the lines in

which the thought and life purposes of the head of the household ran. The distant colliery and the fleet of vessels that were always passing to and fro across the harbour bar represented the trades in which Mr. Hall was engaged—risky enterprises but necessary, and not unsuitable for the descendants of the men who kept the Border Marches ; while the Old Priory and the Collingwood Monument spoke of the glories of the Church and the State—of piety and patriotism ; and the outstretching, life-saving arms of the pier—a voluntary contribution of the Tyne on behalf of the country as well as of the locality—shadowed forth the philanthropic enterprises for individual and State purposes in which Mr. Hall entered soon after his marriage, finding in the partner of his life a hearty coadjutor in all his schemes.

Tynemouth was at that time the residence of many of the principal men of business in Newcastle—men engaged in the leading industries and professions of the district—men like Mr. Hylton Philipson, lawyer and coalowner ; Mr. James Craig, merchant and subsequently Member of Parliament for Newcastle ; Mr. Aubony Potter, colliery owner ; Mr. W. S. Daglish, solicitor, and town councillor of Newcastle and town clerk of Jarrow ; and Mr. Jacob Burnett, who was in the chemical trade. These all lived in Prior's Terrace ; while across the Park resided Mr. Alexander Stevenson, alkali manufacturer. They were all men of enterprise, and actively engaged in business, but men who had time and taste for something beyond mere money-making. In fact, they were men with artistic and scientific tastes ; and the collections of pictures that were centred in that little colony of Tyneside merchants and manufacturers were as could not probably be matched in any equal plot and so far as the works of the best painters of the

day were concerned, in England or out of it. Music had also its devotees, while social and political matters were not overlooked, but in some instances ardently followed. Of course, business matters held an everyday place with them, and their interests were of a world-wide nature, as their dealings were with every nation on the face of the earth. Time has wrought many changes. Some of these gentlemen and their families spend more time in London than on Tyneside, and the "shadow feared of man" has borne away more than one of those who walked the Terrace and watched the ships go by; or talked of trade or commerce, the last development of events, or the newest departure in politics, art, or science. Not a few projects of great pith and moment were hatched on the Terrace, and the schemes of a public and philanthropic nature, which Mr. Hall initiated and carried out by persevering effort, were worked out in the house which is consecrated by dear memories of the home life of his mature manhood, and as the birth-place of great projects as well as of his beloved children. What those projects were will be told further on.

The fruits of the marriage are three sons and one daughter. They were all born at Tynemouth—Charles Oswin, on October 4th, 1864; Edmund James, on October 1st, 1867; Eleanor, on March 2nd, 1869; and Wilfred, on January 9th, 1874. The two elder sons were educated at Eton, and Charles went from Eton to Oxford, where he obtained his B.A. degree on December 17th, 1887; his name standing first among the successful students from Magdalen College in the list published next day. He was gazetted as second lieutenant in the Northumberland Hussars a few years later, and had charge of the escort on the visit of the Duke of York to Newcastle in 1894, and also on the visit of the Shah-

zada of Afghanistan in 1895. His predilections have been to the army, but they were too late in development, in these days of competitive examination and restricted years of entry, to be carried out within the prescribed time. He then entered into the business of Hall Brothers. Edmund went into his father's business of Palmer, Hall, & Co. Wilfred, whose tastes were those of his grandfather by his mother's side, and inclined specially towards electrical engineering, was sent to Cambridge, where he studied mathematics and mechanics, and all that was necessary for the profession of his choice, and took his degree of B.A. in the Mechanical Science Tripos in the session of 1895.

The celebration of the silver wedding of the pair whose lives were linked together in 1863 was thus recorded in the *Newcastle Weekly Chronicle* of February 18th, 1888 :—

“Two very great friends and benefactors of the district—Mr. and Mrs. James Hall—have recently celebrated their silver wedding. A poetic friend has sent the following appropriate verses on the subject :—

“How sweet the memories that the day revives—  
The blushing bride, the groom in manhood's pride,  
The plighted vows that there united two lives  
In mystic union for ever side by side !

“What bright glad days those years have seen  
As, climbing up Time's ladder rung by rung,  
Together ye have journeyed hand-in-hand,  
Still growing older and still growing young !

“The brightness of that life's not all your own,  
It lives in other hearts you've helped to cheer,  
Its rays refulgent reach the aged crone,  
Shine on the widow, dry the orphan's tear.

“Then may your days together still be long,  
No darkening shadows mar a life so blest ;  
And at the close, when all the journey's won,  
Peaceful your slumbers on your Father's breast !’

“W. J. B.”

The Tynemouth colony of Newcastle men of business had at one time their monthly assemblies—before the days of “five o’clock teas” and fixed days “at home”—held in the Assembly Room; but those pleasant reunions were dropped as the members found their social and home life in the great city; and as cares and duties, public or private, pressed more fully upon them. Otherwise the lives of the Newcastle business men were much like those of the London merchants—busy in the city in the day; but home was their place at night, except when public duty or social needs required them to leave their firesides. Quiet, domestic lives—the sweetest and most lasting of pleasures—were thus led. They were always at home—when not called away for health or business, change of scene and thought; and there was thus time to devote to the higher purposes and more substantial pleasures of life than those of the table or ball-room, theatre, or other gaieties of so-called social life; although these had their places, and could be enjoyed under proper conditions, where pure sociality, high art, or noble ends were sought.

An accident happened to him about thirty years ago. He had at that time a horse that was given to bolt, or too eager to start, and would not give time for the rider to mount before it was off. Mr. Hall could manage it well enough when he got fairly on its back; but the difficulty was to get there, unless some one held the head of the animal. He was paying a visit to Mr. Fenwick at Preston, near Tynemouth, and on leaving he asked Mr. Fenwick just to stand in front of the horse and hold its head until he mounted the beast and got fairly hold of the reins. Mr. Hall put his feet in the stirrups, but before he could get fairly settled on its back, and the horse under control, it bolted. A clump of trees stood in the grounds, and

towards the trees the horse rushed, notwithstanding all Mr. Hall's efforts to control it. Finding that he was likely to come to grief, Mr. Hall took his feet out of the stirrups. The horse rushed among the trees, and after that Mr. Hall knew nothing more for some time. When he came to consciousness he was in his own house. A branch of one of the trees had caught his forehead, and the blow was so severe that not only was he knocked senseless and fell from the horse, but he was laid up from the effects of the blow, unable to do anything whatever requiring physical or mental exertion. After a time he went to Rothbury, and was there for about six months, wandering quietly among the hills or being driven over them, seeking for the physical strength and mental vigour that he had lost. A sad experience this in the young life so full of hope, yet darkened for a time. Rothbury has been a favourite retreat for him and his brother, and for many others who have lost the blessed gift of health, but found it there, among the hills and heather, the quietness and beauty, the pure and fresh air of the romantic dale that Lord Armstrong has recently chosen to beautify as the retreat in his later days from the noise and activities of a busy life like Mr. Hall's, spent in business and philanthropy—in the dual, Godlike activities of finding daily bread for men and of mercifully helping them in their troubles and infirmities, and in trying to make them better and happier. And these have their reward. As Coleridge sang :—

“Greatness and goodness are not means but ends !  
Hath he not always treasures, always friends,  
The good, great man ? These treasures, love and light,  
And calm thoughts, regular as infants' breathing ;  
And three firm friends, more sure than day and night,  
Himself, his Maker, and the Angel Death.”

Restored sufficiently to get back to the activities of life, Mr. Hall entered upon his life's work again. But he had to go gently, and never got entirely over the effects of that accident. He has suffered intensely from neuralgia in the eyes, and business and the other duties of his life have been carried on often under agonising conditions that were as physically painful as they were mentally depressing.

The life of a business man is not all sunshine. We once heard the late James Morrison, of the Ferry Hill Iron Works, say he had made and lost three fortunes in his life, as it has been the experience of men like Lord Masham; and the most successful men can tell their tales of trials and troubles, difficulties and disasters that often would have broken down less hopeful and persevering, or able men. Public men, and men who devote their life or leisure to philanthropy, have also trials that tax their goodness of heart and faith in both God and man at times. These troubles had to be met by Mr. Hall in all the walks of his active life. It has been said that in giving it is not that which a man can well afford to give, but that which he can ill afford—that which requires some sacrifice—like the widow's mite, that is credited to his account in the Ledger of God. The conditions under which Mr. Hall has given his labours for so many years have been of a most trying character, and how much he gave will be seen when we come to deal with his public and philanthropic labours. How much the aching head and taxed brain, and often weary body, but hoping and trusting soul needed the help that was being given by him to others, only the kindly heart that strove to soothe, console, and strengthen with that tenderness and that sympathy with suffering that a woman only can show, thoroughly knows, or perhaps



only partially knows. We have seen him often bear what appeared to be an almost inexpressible agony, without complaint, and only hinted at or casually referred to. He learnt and knew from sometimes painful experience—

“How sublime a thing it is  
To suffer and be strong.”

## CHAPTER XIII.

### *ART IN THE HOME AND OUT OF IT.*

"Any picture, print, or engraving that represents a noble thought, that depicts a heroic act, or that brings a bit of nature from the fields or the streets into our room is a teacher, a means of education, and a help to self-culture. It serves to make the home more pleasant and attractive. It sweetens domestic life, and sheds grace and beauty about it. It draws the gazer away from mere considerations of self, and increases his store of delightful associations with the world without as well as with the world within. To our eyes, a room always looks unfurnished, no matter how costly and numerous the tables, chairs and ottomans, unless there be pictures on the walls."—S. SMILES.

"Some must be great. Great offices will have  
Great talents. And God gives to ev'ry man  
The virtue, temper, understanding, tastes,  
That lifts him into life, and lets him fall  
Just in the niche he was ordained to fill.  
To the deliv'rer of an injured land  
He gives a tongue t' enlarge upon, a heart  
To feel, and courage to redress her wrongs;  
To monarchs dignity; to judges sense;  
To artists ingenuity and skill;  
To me an unambitious mind, content  
In the low vale of life that early felt  
A wish for ease and leisure, and ere long  
Found here that leisure and that ease I wish'd."

COWPER.

**T**HE busy Quayside merchant found time for love and grief, as well as business, patriotism, and philanthropy, as we will have to show; and for art and study as well as the performance of duties at home and abroad. He was a great reader,—not so much in the quantity he read as in the

mode of reading. He did not read as the trashy literature of to-day is read—neither the quantity nor the quality suiting his literary appetite. He read with a purpose, and digested what he read, and some of the best literature of the past and present, as it lay in the direction of his thoughts or movements at the time. He gathered together a library of choice works on the subjects in which he had a delight, history particularly interesting him. The furnishing of his home required that the caskets of his literary treasures should be alike fitted to their worth and their surroundings ; and they were that at least.

Mr. Hall has a great sympathy with artists and their art, and he early became possessed of sample pictures by some of the best artists at home and abroad. In 1870 he bought Mr. William Holman Hunt's picture, "Isabella, or the Pot of Basil," which was painted in Florence in 1866 and 1867, and completed in London in 1868. It was exhibited then at Mr. Gambert's Gallery, and afterwards in 1870 in Newcastle, when Mr. Hall secured it. The picture, which was subsequently engraved for Mr. Gambert by Mr. Blanchard, was fully criticised at the time, and has been often criticised since, as Mr. Hall has occasionally lent it for exhibition ; and it has been the subject of diverse comment that in itself is interesting, and gives it a value in art circles.

In 1886 there was an exhibition of Holman Hunt's pictures in the Fine Art Society's Gallery, London, when Mr. Hall lent "Isabella" ; and on its being returned Mr. Hunt wrote as follows :—

"DRAYCOTT LODGE, FULHAM,

"August 6th, 1886.

"MY DEAR SIR,—I cannot allow your picture of 'Isabella, or the Pot of Basil' to be returned to you without an expres-

sion of my sincere thanks for your kindness in lending it for the exhibition in Bond Street. It attracted much attention, and I think it contributed very greatly to the success of the undertaking, which was an important (one) for me, because circumstances had prevented me from appearing before the public adequately for some time.

"I took the opportunity to thoroughly clean the picture and varnish it with amber, which, being kindred to that I used in painting, is the best calculated to preserve it for the future with a surface which will become like enamel, and guard the paint both against the action of the impure atmosphere and against danger from mastic, should this in the long course of time be necessary. At present the surface is still tender, and it should not be touched in any way.

"I am, my dear sir,

"Yours very truly,

"W. HOLMAN HUNT.

"JAMES HALL, Esq."

From the criticisms of the picture we may give the following extracts :—

*The Athenæum* of April 18th said :—

"It is the richest, most vigorous, and soundest of Mr. Hunt's works, in colouring and solidity surpassing even 'The After-Glow in Egypt,' that modern masterpiece of technical art. The execution is freer than the painter's wont, the modelling is as learned and yet broader in style than before."

The critic of *The Daily Telegraph* wrote :—

"The accessories in this masterly picture are wonderfully painted."

*The Pall Mall Gazette* said at the same time :—

"The face is of a rich brown and crimson complexion, the large dark eyes are fixed in a stare which seems at first

simply vacant, and the full-blooded, massive features show no traces of emotion until you notice a fierce, pathetic quiver in the upper lip, which shows that this repose is only a hysterical tension of the whole fervid nature. The hands and feet are large but beautiful, and seem to belong to a healthy animal. There is no distortion or clutching, such as would be seen in a weak but highly-strung organisation. The feet especially, by the way which they *occupy* the ground, remind one of the terrible gentleness of the nobler wild beasts—which Mr. Ruskin calls ‘the stealthy restraint of strength and wrath in every soundless motion of the gigantic frame.’ This appears to us a very fine conception of the subject, and perhaps a more consistent one than that of Keats, considering the hideous nature of the act by which Isabella indulged her regrets; but it certainly makes a reference to the poem, useless except for the outlines of the incident.”

*The Art Journal* gave the following description of the picture which exercised the critics of the day very much, but drew then, as it does now, the attention of all those who behold it, and is noticed as the work of one described as “occupying a position peculiar to himself, and as content also to hold on his way without any official reward or encouragement, and to behold such academic art-honours as his brethren have to bestow placed on other brows than his” :—

“This, in many, if not in all points, is the best picture Mr. Holman Hunt has yet painted. It may just want that sacred significance which will ever adhere to ‘Christ and the Doctors,’ and even to the ‘Scape-Goat.’ But, on the other hand, the poem here translated into pictorial form reaches to technical and realistic qualities which the painter’s early work scarcely attained. The story recounted will be within the recollection of our readers. Isabella had a lover, Lorenzo, but the brothers of the lady, infuriated at the pre-

sumption of the suitor, conspired a murder. Isabella became disconsolate, desperate; in her dreams she sees her lover, and under obedience to a vision seeks the murdered body in a forest on the banks of the Arno. Back she brings her lover's head, and plants it in a vase where she sets a plant of 'sweet basil.'

"She forgot the stars, the moon, and sun,  
And she forgot the blue above the trees,  
And she forgot the dells where waters run,  
And she forgot the chilly autumn breeze.  
She had no knowledge when the day was done,  
And the new morn she saw not, but in peace  
Hung over her sweet Basil evermore,  
And moistened it with tears unto the oore.'

"Mr. Holman Hunt has followed with literal fidelity the words of Keats, and a poem signally pathetic and passionate is here translated into a picture which few can see without emotion. Isabella, yearning even to madness on the memory of him she has lost, bends over the vase sacred to Lorenzo.

"'Patient as a hen-bird, sat she there  
Beside her Basil, weeping through her hair.'

"It is needful that, having thus given expression to the motive of the picture of 'Isabella, or the Pot of Basil,' we should speak of its artistic qualities and technical execution. First the reader may desire to learn how 'Isabella' comports herself in her desolation. The type of womanhood chosen is not worn or wasted, but fine, full, fleshy, and flushed with health. And so all the greater becomes the sympathy with the fair lady's grief. The artist knew the limits of his art; a lady already wasted few would mourn. The forms chosen for body and limb are natural; passionate life in its heyday of youth floods the veins visibly in a flush of warm colour, seen through the thin veil of white drapery, cast down the figure in graceful ripples, which a classic sculptor might envy. The type of face chosen is not exactly 'high' or 'pure,' judged by prescriptive standards, neither is it wholly satis-

factory measured by our own simple rules. Yet the head may be accounted strong in individuality; certainly the features take a form of expression, and that without absolute violence, to natural comeliness or beauty. It may be objected that the features are rather hard, and certainly the flesh in its metallic lustre is far from soft or winning. Yet has tenderness been brought to mitigate a somewhat too realistic treatment. The hair is made to entwine, as with sensitive sympathy, around the fatal vase; the ear, as it were, seems attentive to an inward voice; the whole being is rapt in contemplation on the sweet Basil."

Thus much was said for and against the motive of this remarkable picture. The painter had certainly once more "proved himself a consummate master of expression." The writer, continuing, said:—

"As to the execution, we may say that an illusive realism has been reached, which, it may be feared, will exercise more than a legitimate spell over the vulgar public. Noble art is the expression of noble ideas; ignoble art often seeks to divert the mind from high argument to trivial circumstance. We are far, however, from asserting that the painter has lost the dignity and pathetic beauty of his theme in mere manipulation. We only warn the spectator against taking even this miracle of manipulation for more than it is worth. Superior artists, such as the Dutch, have been equal to milliners and goldsmiths; the Italians, however, strove to do justice to humanity, and cared not to compete with the tailor. Therefore the assertion will be scarcely taken for more than it is worth, when we say that the objective realism of Mr. Holman Hunt is absolutely perfect—there is nothing like it at the present moment. Other of the Pre-Raphaelite painters have renounced the creed, and so now leave Mr. Hunt alone in his glory. This 'Basil Pot,' these robes, the brass lamp hung from the roof, the glass water-jar on the

ground, the marble pavement, and every other accessory in this laboriously-wrought composition, may be prized as only some small degree less real than the objects from which they were painted. The first pledge of this matchless power Mr. Holman Hunt gave in his picture, 'The After-Glow.' The present performance adds to equal manipulative skill a more noble intent."

This great work of the first and the last of the Pre-Raphaelite school of a generation or more ago is still in the possession of Mr. Hall ; some of whose other paintings were thus referred to in *The Athenæum* of September 23rd, 1873, in one of a series of art articles on "The Private Collections of England," the third article being on Tynemouth collections :—

" Mr. James Hall is a near neighbour to Mr. Burnett. He possesses a few pictures which, on the introduction of the latter, we were permitted to see. They are of a similar character. The most important is Mr. Holman Hunt's 'Isabella, or the Pot of Basil,' the large painting exhibited in London not long ago,—so recently, indeed, that we must not dwell on it, except merely to recall its solid, rich, and masculine execution, its powerful colouring, broad effect, and fidelity to a peculiar phase of light. We need not write about its tragic power, its intensely pathetic expressiveness, and poetic reading of the subject.

" In another room of Mr. Hall's mansion is a capital painting by Mr. Alma Tadema, and styled 'The First Whispers of Love.' A Roman gentleman whispers to a lady who wears the auburn hair so fashionable in Martial's time. He, like his race, is dark almost to swarthy, and his passion is finely marked by the intense earnestness of his action, caressing without embracing her in a tender mode of pleading, such as none but a subtle artist could design. Notice the beautiful grouping of the hands of the lovers, a proof of the painter's profound care and fine sense of line in the arrangement of the



parts as they are placed on the arm which the lady has yielded to him. Study the fine keeping of the picture as a whole ; this is a note-worthy quality in that before us, as, indeed, it is in nearly every picture Mr. Tadema has painted. Notice the fine colour throughout, both local and general, and the powerful toning of the picture.

“Many of our readers have not forgotten that Mr. Millais produced, nearly thirty years ago, and when quite a youth, a large picture, which was exhibited along with others at Westminster Hall, in competition for the decorations of the Houses of Parliament. We think the painting of life-sized figures was called ‘The Widow’s Mite,’ and had for subject a well-known Scripture incident, and comprised Christ, St. John, with the alms-giving widow, and other personages. It attracted a great deal of attention, and not a little warm admiration. Indeed, it was a picture which, quite apart from the author’s youth, was considerably more valuable than nine out of ten of the constituents of that interesting exhibition, and inferior to only one or two of its rivals. It had a defect that seems to have been a fortunate one, for that was a lack of connection between the groups of which it was composed. As it happened, the groups were separated by cutting the canvas : one part, comprising the figure of Christ, etc., is in Mr. Hall’s possession, and answers, very happily indeed, to the somewhat indefinite title, ‘Christ Teaching Humility.’ We do not know what has become of the rest of the picture, so interesting as representing the early picture of one of the most remarkable artists of this age ; but on inquiring some time ago, we were somewhat vaguely referred to America as the home of what was left of this valuable work.”

The other half of the picture has since come into Mr. Hall’s possession, so he possesses this doubly unique picture in its entirety. Another of the art treasures possessed by Mr. Hall is one that was exhibited by Mr. W. M. Ward, R.A. ; and of the five pictures shown by him

in the Royal Academy at that time, was described by *The Daily Telegraph* as "undeniably the best of his academic contributions" that year. It was entitled "The Prison of the Conciergerie, 1793: Marie Antoinette's Last Repose." The writer continues:—

" 'She feared,' says the explanatory legend to the picture, 'lest her body, exhausted by fatigue and weakened by illness, might betray her spirit; and, desiring to preserve the force of her courage, she asked for some food. She was supplied with a chicken, of which she ate a wing. Then throwing herself, clothed as she was, on the bed, the Queen wrapped up her feet and slept.' Thus M. M. Jules and Edmund de Goncourt—only one of these Siamese twins of historiography now, alas! survives—who patiently disintombed from the dusty 'property room' of the past the very minutest accessories of the grim drama called 'The Reign of Terror.' The prison furniture, the 'wing of the chicken,' and the wrapping up of her feet by the Queen, are details in the true Goncourtian strain. We wonder whether Mr. E. M. Ward ever saw the *horrible hole* in the Tour de Montgomery, in which the daughter of Maria Theresa passed her last night on earth—she whose youth had been spent in the splendour of the Burg at Vienna, and who had shone as a Queen, the Queen of beauty and art and grace in the golden galleries of Versailles and amidst the flower-jewelled parterres of the Trianon. Be it as it may, the painter has excellently well divined the dark, dark, noisome dungeon into which they thrust the widow of Louis Capet. She is not to see her children any more—she is to see no one save her savage and drunken guards, and the howling populace, and Sanson, the headman, to-morrow. She has no tire woman to help her, no *officier de bouche* to carve her meal and fill her cup. They have sent for a meagre fowl from a cookshop on the Quai de l'Horloge—the Goncourts would tell you the name of the *traiteur* and the number of fowls he put on the spit that day—and so, with the paltriest table-deckings, she eats some

victuals, swallows a little wine even, that she may have strength to act her part in the tumbril and on the scaffold. Then she covers up her feet and goes to sleep. This is 'Madame Veto,' this is 'La belle Bourbonnaise qui fut comme le braise,' as the red night-capped wretches who danced the carmagnole at the foot of the guillotine scoffingly called the daughter of a hundred kings. It is very horrible ; but equally horrible had been the ten centuries of misgovernment, tyranny, and profligacy, during which the hundred kings had trampled upon the people, quite indifferent to the fact that the impress of their iron heel was apt to make the popular blood spurt out. Now, the child of the centuries of absolute Royalty—her husband and her children pay for all. Mr. Ward has done his work truthfully, conscientiously, and artistically. We do not in the least quarrel with him for giving us another prison scene. He is the chosen painter of the historic *Robur*. At present he has come to the *carcer inferior*—the most dismal dungeon of all ; and after this there can only be the carnifical *uncus*, and the exposure of dead Royalty on the Gemonian steps. Technically, the picture merits the very highest praise. It is throughout firmly and solidly painted ; the effect of light and shade is most powerful ; the colour is entirely devoid of Mr. Ward's besetting sin of opacity, and the details are carried out with admirable fidelity to nature. But, æsthetically and sentimentally considered, this noble picture should have a pendant. Mr. Ward might find one ready in the pages of Edmund Burke. 'It is now sixteen years,' wrote that illustrious man in his 'Reflections on the Revolution in France,' 'since I saw the Queen of France, then the Dauphiness, at Versailles ; and surely never lighted on this orb, which she scarcely seemed to touch, a more delightful vision. I saw her just above the horizon, decorating and cheering the elevated sphere she had just begun to move in—glittering like the morning star, full of life and splendour and joy. Little did I dream when she added titles of veneration to those of enthusiastic, distant, respectful love, that she would ever be compelled to carry the

sharp antidote against disgrace concealed in that bosom ; little did I dream that I should have to see such disasters fallen upon her in a nation of gallant men—in a nation full of men of honour and of cavaliers. *I thought that ten thousand swords must have leaped from their scabbards, to avenge even a look that threatened her with insult.* Is there not well-nigh as eloquent a picture as ever limner could fashion by the cunning of his craft in the ringing phrases of the great Irishman ? Let Mr. Ward paint such a picture—let him paint the young Dauphiness in the pride of her youth, her beauty, and her splendour, and hang it by the side of the masterly work in which he has shown us the grey, discrowned woman, on her beggarly bed in the black hole, with her darned clothes and the miserable cookshop cates beside her. Let him paint Marie Antoinette waiting for death—the brave, whole-hearted woman who scorned to use the ‘sharp antidote’ of which Burke spoke ; who made no attempt to snatch away her life from the wild beasts that hungered for it ; but gave it up calmly and freely, as all the real martyrs, whose blood has been the seed of the Church, have done.”

So evidently wrote Mr. George Augustus Sala—for who can mistake his style ?—of this work of Mr. Ward’s, the pictorial historian of more than one stirring event in the lives of the great ones of earth, and in times when they were brought low. In these works of the best artists of the day, which Mr. Hall selected, there are great contrasts in subject as well as in style. The sweet love story told by Alma Tadema, and the terrible tale of love shadowed forth by Holman Hunt ; the lesson of humility embodied in the divided “Widow’s Mite” of Millais, and the still more telling lesson of humility in “Marie Antoinette’s Last Repose,” by Ward, are contrasts as great as human life and history can show—the sweet and the sorrowful are side by side in this

gallery of art as in everyday life, and in the lives of the highest as well as of the lowest.

While on the Continent Mr. Hall secured some slight but characteristic studies by José de Villegas, a pupil of Fortuny. The young Spanish painter created quite a *furor* in Paris when, some half-a-dozen years ago, a picture shown by him in the Salon was purchased by an American millionaire for £6,000, a large price to be paid for a work by a young and unknown artist, whose merit had, however, attracted Mr. Hall's attention when in Spain. Other pictures of a minor character adorn the walls of Mr. Hall's house; and Italian sculpture adds to the decorations of the home where music and art are not wanting.

Carving has naturally had an attraction to the son of a carver, and Mr. Hall has several fine examples of the work of Signor Bulletti, an Italian carver of note, who was engaged for some time on work at Alnwick Castle; after which he established himself in Newcastle, and eventually became the principal of the carving section of Kensington Museum, where he remained until his death a few years ago.

In 1880 Mr. Hall had the following characteristic letter from Signor Bulletti, a man of real genius and true feeling, who had some trouble in finding a market for his exquisite work, and not sufficiently appreciated talent, which Mr. Hall did much to encourage:—

“NATIONAL SCHOOL OF ART WOOD CARVING,

“ROYAL ALBERT HALL, KENSINGTON,

“January 7th, 1880.

“MY DEAR SIR,—I hope you will pardon me, if before I have not sent my sincere good wishes and compliments of the season. You can well imagine you are ever present to me, although so distant. But the occasions that calls my atten-

tion to you are my work in your dining-room, and the goodness of your precedent patronage. Therefore I write to tell you that in the month past all the family of Her Majesty—princes and princesses—have been to see all the work I have done in this Great Albert Hall, but privately; and came to the conclusion that all this work, with the ladies' help and all the work that I may or can have, to make a public exhibition in two months of time. I was obliged to mention your sideboard to the committee, and Messrs. Gillow put down your name; very likely to beg you to exhibit as well. This happened this morning, and I write to advise you in time, and to beg your favour, in such my position, as I am [sure] you can do a great deal of good to me through your kind and generous will. But be sure, if anything may come to a conclusion, I or my young man Carr will be at your order in any consequences for the safety of your precious good will and my work as well.

"This is a letter of an early information, but if you hear from somebody else, please let me know at once, as I may be ready to serve you in all that you may be so good to concede to the request.

"Thank God, it seems to me to be in another world now!

"And believe me, with my kindest regard to your good lady and your family, and brother as well,

"With very repeated compliments,

"I remain,

"Your most obliged and truly

"ANTONIO LEONE BULLETTI."

"TO JAMES HALL, ESQ.,

"NO. 9, PRIOR'S TERRACE, TYNEMOUTH."

Signor Bulletti had not, it will be seen, mastered the intricacies of the English language when he wrote as above, but he was a master in politeness, a perfect gentleman in life and manners, and as grateful as he was gifted, and skilled in conception and execution.

Mr. Hall was also one of the committee and promoters

“‘To the glory of God, and in memory of Bentham Hall, and Eleanor Ann his wife, 1873.’

“And on a brass plate, fixed on the plinth of the arcade, immediately beneath the central light, is the following inscription in similar capitals :—

“‘These six windows were presented in loving memory of their parents, by the children of Bentham Hall and Eleanor, his wife, A.D., 1873.

“‘Bentham Hall, born August 17th, 1775, died October 8th, 1859; Eleanor Ann, daughter of the late John Cooke, of this town, born October 10th, 1792; died February 8th, 1868.’”

Commenting on these “splendid ornaments to our venerable and cherished Abbey Church,” *The Hexham Herald* said on October 4th, 1873 :—

“Space forbids us to say more than that the maternal ancestors of the Messrs. Hall—the Cookes—occupied a highly influential position amongst the dwellers of this town for several centuries back, as the memorials and parish archives abundantly prove. The family also appears to have taken an active interest, not only in local, but also in national and international affairs. The Parish Registers record that in 1686 an Edward Cooke collected a sum of money towards the amelioration of disasters in London, and a Robert Cooke about the same time collected money for the relief of the distressed French Protestants driven from their own country by that most heartless of bigots, and most infatuated of monarchs, Louis XIV. of France.”

In the same year (1873) Mr. Hall appears to have followed the example of his predecessors of more than two hundred years ago, for a telegram in the *Times* of December 22nd stated that Mr. James Hall of Newcastle had placed at the “disposal of the Consul of Cartagena and Señores Sportorno, Pedrino, and Pelegrin £500, part

payment of the subscription to the Carthage Siege"—thousands of persons being in great distress from the long siege in connection with which an assault was just then threatened.

In 1877 Mr. Hall was employed in a like good work of helping the needy, for he transmitted to Messrs. Coutts & Co., on account of subscriptions collected, in Newcastle, to the Turkish Compassionate Fund, £100, in September; and later on a further sum of £50. At that time there was great distress in Constantinople, whither one hundred and fifty thousand refugees had fled. Mr. Hall was treasurer of the fund, Mr. George Crawshaw, and Mr. C. F. Hamond, M.P. for Newcastle, being on the committee. Mr. Hall had business transactions with the Turks, and had great respect for them in their business relations, finding them honest and straightforward in their commercial dealings.

Mr. Hall takes an interest in antiquarian matters. He reverences the past, if his mind is always pressing forward to the future. He seeks to remove the old,—that is nothing but ugly or evil—but to preserve that which is hoary with antiquity, or tells a tale of bygone days or methods, if it is not worse than useless and not baneful. History written in stone he admires: that which cannot be replaced he would preserve. When it was proposed to remove the Weaver's Tower in New Bridge Street, Newcastle—a very perfect specimen of the towers of the old walls of Newcastle, and in a very public place, where it could be easily and daily and hourly seen—Mr. Hall formed one of a deputation to the Newcastle Corporation, and presented the memorial against the proposed removal of the Tower. The memorial was signed by four thousand persons, and Mr. Hall, in presenting it, said,—



“He might venture to say it was no ordinary memorial. It was signed by men who represented the thought and intelligence and the wealth of the town—men who took a deep interest in all that concerned this ancient borough—the birth-place of most of them. As an old Continental traveller, he might say that he had always noticed that great regard was paid in foreign countries to the monuments of the past, and every means taken to protect and preserve them. Such monuments carried them back to times different to these in which they lived. They were, in fact, history written in stone. It was a very easy matter to destroy them, but when once destroyed, they could never be replaced. These ancient remains were more or less educational, and while their historical associations made them valuable, as studies of mediæval architecture they had a considerable value. The attention of travellers who visited this Border town was always attracted to these memorials of our national and municipal history, and as we had no grand specimens of modern architecture to show them, we should the more value those of the past, which had age to give them reverence. The memorialists, therefore, felt that it was much to be regretted that an attempt should be made to remove one of the few historical landmarks which the hand of man and the ravages of time had spared them.”

The necessities of the times—the extension of the Free Library, led ultimately, however, to the removal of the tower; and the old and obsolete, but historically interesting, had to give place to the new and useful, which is building up the history of the present in the intellectual lives of the rising generation of Newcastle, a city that has had a few noted men in the past. Of men of the past and present, Mr. Tomlinson says in his “Guide to Northumberland” :—

“The present race of Northumbrians are robust and self-reliant in character, with a fund of energy which stands them

in good stead 'in the struggle for existence,' as it did their ancestors under different conditions. They are kindly-hearted and hospitable, though sometimes brusque in manner, and combine a strong local patriotism with a warm interest in national affairs. Northumberland has not been as prolific in famous men as might be expected when the size of the county is considered. Yet her roll includes several great names—an ecclesiastic so powerful as Wilfrid; a schoolman so subtle as Duns Scotus; a warrior like Hotspur, and the Widdrington, who fought on his knees; a botanist like William Turner, the writer of the first botanical work in the language; a martyr so noble as Bishop Ridley; a Lord Chancellor like Eldon; a statesman like Earl Grey; a missionary and Chinese scholar like Dr. Robert Morrison; a naval hero so renowned as Collingwood; wood-engravers and artists like Bewick, Clennell, and the Dalziel Brothers; painters of such eminence as Martin, Carmichael, T. M. Richardson, and Birket Foster; a sculptor like Lough; a musical composer like Avison; engineers and inventors of such world-wide fame as George Stephenson and Lord Armstrong; a civil engineer like Robert Stephenson; an astronomer like Sir G. B. Airey; an electrician like Swan; a preacher like Dr. Parker; an architect like Dobson; a builder so magnificent as Grainger; and men of letters like Doubleday and Thomas Wemyss Reid. The only poet of classic reputation that Northumberland has produced is Akenside. The genius of the North is rather practical and mechanical than imaginative, and her engrossing triumphs far excel her poetic achievements!"

Northumberland has, however, had minor poets, and there was a host of rhymers in the Newcastle dialect in the early part of this century. But they could do more than describe the humorous side of life, and one of them, William Oliver, a Groat Market grocer, apostrophised the Newcastle Mechanics Institute in 1829 in language that might now be applied to the Free

Library, which occupies the site of the Weaver's Tower :—

“ Hail ! Temple of Science, break forth in thy splendour,  
And scatter around thee a halo of light ;  
Strike off the fetters of genius, and lend her  
The pinions of learning to aid in her flight.

“ Illumine the mind of the genius, who, friendless,  
And struggling with poverty, kneels at thy shrine ;  
Enrich from thy treasure, so varied, so endless ;  
Though fortune disowns him, adopt him as thine.

“ Oh ! say can the 'vantage of fortune or birth ;  
Can heraldry's pomp, or the pageant's glare ;  
Can the proudest of titles, unhallowed by worth,  
With the name of a Watt or a Bewick compare ?

“ How vain are the efforts of marble and sculpture,  
O'er the tombs of the worthless a radiance to shed !  
The blazoned escutcheon, the gorgeous sepulchre,  
Are vain, for how soon is their memory dead !”

## BOOK II.

*PUBLIC AND PATRIOTIC LABOURS.*




## CHAPTER I

### *MEASUREMENT OF COALS AND SHIPS, AND LIGHT DUES.*

"We must be free or die, who speak the tongue  
That Shakespeare spake; the faith and morals hold  
Which Milton held. In everything we are sprung  
Of earth's first blood, have titles manifold."

COWPER.

"All animated nature is at work, the meanest thing that lives, the very worm beneath our feet works, and works hard, to gain its own livelihood, and performs some useful task in the great workshop of Nature. Only man, great man! yawns and gapes, stretches out his arms and legs to feel sure he has such things, and with all natural and artificial means of action at his command, inquires languidly what on earth he can find to do! To lead an animal life is to lead a life of daily activity and usefulness, not to self alone, but to others; however unconsciously animals perform such uses, that they do perform them is certain; they work for their early food, live cleanly and temperately, beget offspring, nourish them tenderly, and defend them to the death till they can shift for themselves, are contented, grow old in obedience to nature's laws, and die without grumbling. Can such men as are idle sensualists say as much? Do they even deserve to be said to vegetate? Why, the very trees and vegetables of the earth put them to shame; these also obtain their own living, and perform a great purpose in nature's scheme, spread beauty and pleasure around them, and for ever seek the light of heaven."—*The Universal Church*.

O far we have only dealt with Mr. James Hall's private and business life; but to the outside world the chief interest centres in his labours for the public welfare and in his philanthropic undertakings. He has always shown an

active interest in matters of that nature—at least from the time when he had gained a position in which he could devote time and attention to matters outside of his own business engagements, personal requirements, or family needs. In youth the needs of his aged parents and his early home required all he could give and do ; but when in after years these were met, then his sympathies went out towards the wider circle—the family of man ; and these sympathies were as broad as they were deep, and his labours as self-denying as they were in most instances successful and consequently beneficial.

Taking his efforts for the public weal in the order of their being put forth by him, we find that in 1862 he was writing to the *Newcastle Chronicle* on the state of the Tyne, a subject of vast importance to all connected with the trade of the district, and especially to Tynesiders, when it could be said—

“Several of our shipowners have already abandoned trading to the Tyne ; and others, from recent experience, intend to follow their example. A leading owner, rather than incur the risk of loading here, is about, it is said, to tow one of his vessels from the Tyne round to Sunderland. When we see Tyne shipowners thus forsaking their own river, and competition extending on all sides, it is surely time that some strenuous effort should be made to take some common action in order to maintain the former prestige of the place.”

So wrote Mr. Hall, and he suggested that a call should be made “for a competent Government Commission to inquire into the system pursued here hitherto, and the best course to be adopted in the future.”

There was some reason for considering the steps the Tyne Commissioners were taking, for at that time it was seriously proposed, among other matters, to form a

dock at the Low Lights. This led to much discussion, and the project went so far as the laying of the foundation stone of the dock on a portion of the Black Middens, at the mouth of the river, with great demonstration and rejoicings by the then chairman of the River Tyne Commissioners, the late Sir Joseph Cowen. It was opposed by Mr. Hall in December 1863, although a few days before that it had been said at the anniversary dinner of the Duke of Northumberland's birthday, by the chairman on the occasion, "Whenever this scheme was rejected they would never be able to bring back prosperity to the Tyne." Mr. Hall maintained that the "great works at the mouth of the harbour," just beginning then, "and the deepening of the channel of our river, will always secure the Tyne a preference over neighbouring ports." The Low Lights Dock was ultimately dropped; but a dock at Coble Dene was some years afterwards proposed, and a Bill was brought before Parliament for that purpose, prompted largely by men more interested in North Shields than in the trade of the Tyne and district, which the water-way supplies. When the Bill was before Parliament in the spring of 1877, Mr. Hall gave evidence before the House of Lords against it, as he had done the previous year, when a like Tyne Improvement Bill was before the House of Commons. He maintained that the difference between timber landed in the Coble Dene Dock and in the Tyne Dock would be from twenty-five to forty per cent. disadvantage to the former dock. The great demand for mining timber lay at the south side of the river. The construction of the dock at Coble Dene, he held, would be detrimental to the trade of the port, by making the cost of using the port greater than it need be, and than other places with which the local trade had to compete. The Bill was opposed



by the Corporation of Newcastle, but supported by the Corporation of Tynemouth and the Duke of Northumberland, the promoters being the Commissioners of the River Tyne. It was, however, passed, and the dock made and opened by the Prince of Wales with great *éclat*.

This was but the beginning, as it were, of the public labours of Mr. Hall; although he had already made his mark among his compeers on the Quayside, Newcastle, as a man of business habits, trustworthy, and up to the times. His predictions as to the Coble Dene Dock have been amply fulfilled, as it is little used, and is a burden to the Commission, and of little use to the community.

In 1863 Mr. Hall initiated a movement to adopt a standard measure in selling coal; and in a statement which expressed the views of the promoters of the movement the first names of those who intended to adopt the suggested change was that of Palmer, Hall, & Co., among many others. The document said:—

“The waggon is no longer a measure, as coals are now laden in waggons, some of which contain as many as eight tons. There cannot, consequently, be any necessity for our retaining, in commercial usage, measures that are long obsolete and that only tend to complicate business operations. The keel and chaldron bear no direct relation to any foreign measures. There may be a few ports in the north of England where the keel is by some intricate calculation made to bear a relation to some standard established by usage, as, for instance, in the Hamburg Market, to which coals are mostly consigned, and at some ports in the Baltic, where small coals are sold by the chaldron. The Hamburg merchants, however, are consistent, for they do not buy coals at a price per ton, and pay the freight per keel, but they buy coals and freight together and at so much per keel; and as regards the Baltic ports, it

is only fair and proper that, whenever the coals are sold per chaldron, the freight should be calculated on the same basis. With these exceptions, and they are but few, and comparatively insignificant, the discarding of the keel in the matter of freights, and the substitution of a rate per ton, would be hailed by merchants, as well as shipowners at home and abroad, as an intelligent measure; and as the sales of coal for the French, Spanish, Portuguese, Mediterranean, and other markets are always conducted at a price per ton, the purchasers would be better able to arrive at the cost of their cargoes, without having to resort to an intricate calculation. An arrangement has just been entered into amongst the leading merchants and shipbrokers connected with the coal trade of this port, that in their chartering operations they will henceforth endeavour to adopt the ton as a standard; and we believe a similar movement will be immediately inaugurated in Sunderland."

One of the anomalies in the system was that "whilst a keel of coals is equal to twenty-one and one-fifth tons, the keel of coke only contains eleven tons, and other goods all vary in their relative proportion to the keel." The proposal met with general approval, and coal was eventually sold by the ton. The keel and the chaldron largely went out of use as market standards for quantity and price.

Still more interesting in one respect was the deliverance made in that manifesto on the subject of the adoption by the country of the decimal system for all weights and measures; which, unfortunately, has not yet been adopted.

"The introduction of the decimal system would facilitate throughout the whole of Europe the commercial operations of this country, and the want of it is a tax on mercantile operations. In his evidence before the Select Committee, Professor de Morgan, the distinguished mathematician, stated that boys would save half their time at least in the study of arithmetic

if the decimal system were introduced, and other eminent men calculate that it would effect a saving of fully two years in a boy's education."

The boys of Britain are still wasting one-half of their time in learning the third of the "Three Rs," and using two years of their school life in a wasteful manner, and in which time they might learn another language or two—a deficiency often lamented over by some, who blame the lads instead of the laws, or the teachers instead of the legislators. But yet, what is the loss of the boys' time, compared to their loss as men, when they have to deal daily with intricate calculations, not in respect to the difference as between keels or chaldrons or tons of coal, but in respect to the weight or measure of everything, and in respect to which there are even different standards for different articles, according as they come under troy, apothecaries, or avoirdupois weight; or long or cloth measures, in lineal measurements; or imperial or wine or ale and beer measures; or in solid measurements? That reform has yet to come.

In 1867, when some new rules were adopted by Lloyd's with reference to the half-time survey of ships, considerable feeling was expressed among the shipowners, principally at Shield and Sunderland, lest it would inflict an injustice upon them by its operation. But Mr. Hall maintained in a letter to the daily papers that the survey would be beneficial, as "it is just about the period of half-time survey—of which complaint is now made as a grievance—when decay in vessels that have been badly ventilated or cared for shows itself, and by being arrested in time it is frequently checked, and ships are thereby rendered less liable to require extensive repairs at the expiration of their original class."

There was always something eminently practical in the measures advocated by Mr. Hall, and he was always ready to give a reason for the faith that was in him ; and he summed up the advantages of having the half-time survey, by saying : " The more confidence this register inspires, the more valuable does the property therein classed become to the owner."

Another matter of great importance to the shipping community was brought before the Newcastle Chamber of Commerce by Mr. Hall, in August 1869. It was that the space occupied in ships constructed with water ballast was included in the measurement of such vessels—a fact not generally known ; and he read a memorial, which he had prepared on the subject, to the President of the Board of Trade, the Right Hon. John Bright. It stated that

" Of late years great improvements have been introduced in the construction of iron steamers by the making of water-ballast tanks at the bottom of the vessels. These tanks have the effect not only of ballasting the vessels, but also of rendering them stronger and safer, as has been proved in many instances. The space at the bottom of the vessel, which is applied to water ballast, can never be used for cargo, but is reserved exclusively and necessarily for the water ballast only, and is always empty when the vessel is laden with cargo. That the regulations of Her Majesty's Customs for measuring ships are such that the space for water ballast is now reckoned into the tonnage capacity of the ship, notwithstanding that it cannot be made use of for tonnage ; consequently the register tonnage of all iron steamers fitted for water ballast is higher in proportion to their carrying capacity than that of all other classes of vessels ; and as the dues both in British and foreign ports are payable on register tonnage, the customs regulation referred to acts unfairly towards these vessels."

The memorialists prayed for an inquiry into the subject, and an order to be made that space so used for water ballast should be excluded from the customs' measurement of vessels ; and this was ultimately conceded. A very important matter, that had arisen out of the adoption of the water-ballast system of Dr. White of Newcastle,—a most beneficial arrangement.

In the agitation for the abolition of the light dues on shipping Mr. Hall took a most active part. In October 1868, at a meeting of the Newcastle Chamber of Commerce, he reminded the Chamber that as they were on the eve of a general election—and the subject had cropped up at many previous elections—it was a very opportune moment to bring before the Chamber, and through the Chamber before the shipping interest generally, the desirability of some measures being taken to ensure that the light dues, which weighed so heavily upon British shipping, should be removed from the shipping interest and lights be maintained by the State. His object was to ask that a committee be appointed to take action on the matter through that Chamber and the different Chambers of Commerce in the country, in order that a pledge might be obtained from parliamentary candidates that such a measure would receive their support. He said that “by the Act 6 and 7, William IV., chap. 79, the Trinity House of Deptford were vested with the power to purchase the different lighthouses and lights on the coast of England. Previous to that period many of the old lighthouses were private property. The Trinity House now administered the different lighthouses and levied considerable dues ; but there could be no doubt that were this interest transferred to the Admiralty and managed through their magnificent staff of coastguardsmen, an immense sum would be saved in the adminis-

tration charges." Mr. Hall named himself, Mr. James Craig, and Mr. Joseph Black as a committee to consider the whole question. The suggestion was adopted, and the committee appointed. The suggestion was favourably commented on in the local press, and the report which was drawn up by Mr. Hall was a most exhaustive one, and was considered in November by the committee, and brought before the Chamber on December 7th, 1868. Mr. Hall presented it, and proposed that the Chamber should give effect to the suggestions contained in it, and send a copy of it to each member of the two Houses of Parliament, to the different Chambers of Commerce, and to all maritime towns where there were no Chambers of Commerce; and also that they should memorialise the Board of Trade, and also request the different Chambers of Commerce and the Shipowner Societies to do the same. When Parliament met, they should also petition and have an influential deputation to wait upon the Prime Minister. He believed that if the matter were moved in earnestly, it could not fail to be successful.

It will be seen that Mr. Hall was in earnest, and moved with his usual promptness, and with a determination to leave no stone unturned to carry out his purpose. But departments are not easily moved, nor reforms readily effected, and this was an evil that was hoary with antiquity, and abounding with abuses. The story as told in the report of the committee, but drawn by Mr. Hall, is an interesting one, and is worth reproducing :—

"In the reign of Henry VIII. a society was incorporated by Royal Charter, granted to the shipowners and mariners of the realm, giving them authority to establish a guild or fraternity at Deptford-le-Strond. The charter provided for the due government of the guild and for the custody of its possessions,

by giving power to the brethren to appoint a master, wardens and assistants, as also authority to make bye-laws amongst themselves, etc., etc. This charter received successive confirmations by Edward VI., Queens Mary and Elizabeth. In the eighth of Elizabeth it was enacted that the Corporation of the Trinity House may, at their own cost, make, erect, and set up any beacons or signs for the sea, etc., etc., only for sea marks, as they may think proper. This was followed by a charter from James I. A short time before the demise of Charles II. the Corporation of the Trinity House surrendered into his hands their charter. It was re-granted to them by James II., his successor, in the year 1685. This charter, after declaring the purpose of the Corporation, appoints a master, wardens, and assistants, and eighteen elder brethren by name, and declares that all the rest of the seamen and mariners belonging to the guild and fraternity shall be called younger brethren. This is the charter under which the Corporation enjoys and exercises its several rights to this day.

“In 1822 the powers of the Trinity House were for the first time made the subject of serious consideration in Parliament. It was then contended that the Acts of Elizabeth, giving the Corporation the right of erecting, at their own cost, beacons, marks, and signs for the sea, had not authorised them to levy tolls on shipping for their maintenance. The privilege of erecting lighthouses had, from time to time, been granted by the Crown to private persons—such grants conferring the power to levy dues on shipping for such lights. By a return made by the Trinity House in 1822, the sum collected from shipping for twenty-three lights in their hands was £90,000, upon an average of three years, while the sum necessary for their maintenance (including commission for collecting, amounting to £11,000) was £38,000, leaving an annual surplus, or profit of dues on these lights only, of not less than £52,000. This enormous surplus was dedicated to the purposes of charity, after paying the emoluments which from time immemorial had been appropriated to the fortunate individuals

called elder brethren, who had the management of these funds."

The report further stated that in 1836 an Act was passed investing the control and management of the lights on the coast of Scotland and Ireland respectively in the hands of the Commissioners of Northern Lights and of the Ballast Board in Dublin; and the harbour lights generally of the United Kingdom and lighthouses and sea marks on the coast of England, in the Trinity House; the latter being, at the same time, empowered to purchase the lighthouses belonging to private individuals and to borrow money for that purpose. In 1845 another parliamentary committee was appointed at the instance of Mr. Hume, "which destroyed the monopoly of the Trinity House. This body at length yielded up the power which it had silently and almost imperceptibly usurped. The Board of Trade, under a system of double government, joined in the administration of the funds." The same parliamentary committee further reported "that all expenses for the erection and maintenance of lighthouses, floating lights, buoys, and beacons on the coast of the United Kingdom be henceforth defrayed out of the public revenue," and further, "that the amount paid for light dues presses heavily on the commercial shipping of this country, especially in the coasting trade, and social policy requires that every practicable relief shall be given." No action had, however, been taken to give effect to these views, and the report as drawn by Mr. Hall concluded with showing some of the anomalies of the system of levying the dues. During the ten years ending 1867 no less a sum than £267,003 was appropriated for the purpose of erecting and maintaining lighthouses abroad out of the Imperial



funds of this country, without any charge being made upon the ships that had the use of such lights ; the home traders being heavily burdened. Other countries had long ceased to tax shipping for the maintenance of lights ; among them being America, France, Prussia, Russia, Spain, etc. ; and the charges for lights in England had been more than once the subject of remonstrance on the part of the United States Government.

A strong case was thus made out against the light dues. The expenditure of the funds being also commented on, Mr. Craig stated that in one year there was a balance of £104,000 totally unaccounted for ! The report and its suggestions were adopted, and on a vote of thanks being moved to the select committee for their labours, Mr. Daglish said " Mr. Hall had devoted more time to the subject than, perhaps, any other man in the north of England would have done ; and his best reward would be his success." The work, however, was just beginning. At the next meeting Mr. Hall suggested that a deputation should be sent to Mr. Gladstone, as a memorial had already been sent. It was suggested by Mr. Allhusen, if the Government did not show a desire to support them, it was better not to trouble about a deputation. Mr. Hall thought otherwise, as between £200,000 and £300,000 was involved in the change. Mr. John Bright, the President of the Board of Trade, with Mr. Lowe, the Chancellor of the Exchequer, had in 1869 received the deputation from the Chambers of Commerce and shipping bodies of London, Liverpool, Hull, Newcastle, Bristol, Southampton, Sunderland, Hartlepool, and other places. Mr. James Hall and Mr. Christian Allhusen were the deputation from *Newcastle*. The deputation was strongly supported by Mem-

bers of Parliament. Mr. Hall was the chief spokesman, and in the course of his speech said :—

“Admiral Lord Clarence Paget in 1858, on moving an address to Her Majesty to give effect to the recommendations of the committee of 1845, had observed this great maritime country, which had been the pioneer of free and unrestricted intercourse among nations, was, he regretted to say, the lowest among the nations as regards the lighting of our coasts. The amount then levied upon shipping was about £350,000, and it had been estimated that a sum less than £180,000 would in the hands of the Government defray the annual expense of such lights. Vessels were precluded from carrying part of a cargo, if they happened to be returning in ballast, for no matter how small a portion of cargo they carried they would be subject to the payment of the light dues.”

Mr. Lowe was dead against any change, as a Chancellor of the Exchequer ; as a proposal to add this, “even to the extent of £300,000 or £400,000 a year, would be met by a shriek of agony from the tax payers of this country.” Mr. Lowe fell on the match tax, which he proposed, but it was not to take off the light dues. Mr. John Bright also spoke to the deputation. He said “that expenditure had been the growth of generations ; the shipping had paid the light dues, the shipowner had been paid by his freight. The account had long since been closed, and there the matter ended.” It was hoary with antiquity, and therefore the great Radical Minister in a most conservative spirit thought it might stand ; and as the shipowners got paid by the consumer the account was closed, and there the matter ended ! That was so far as the English payer was concerned. As to the foreigner, that was a different matter. “He quite concurred with those who felt that they should not allow foreign states to adopt

a more liberal policy in the matter than they did ! Every obstacle in the way of extension of commercial relations was a mistake, and he should be glad to see that it was possible to repair that error."

There was not much encouragement from the Government, Liberal as it was ; and nothing was done by it.

In March 1870 the Chancellor of the Exchequer, interrogated by Mr. T. E. Headlam, the member for Newcastle, said it still appeared to him to be better to collect the tax as it was than to impose it on the general revenue of the country.

In 1873 the Newcastle Chamber, through its representative, carried a resolution at the Associated Chambers of Commerce, advocating that all expenses for the erection of lighthouses should be defrayed out of the public revenue ; but the Chancellor of the Exchequer was still obdurate, and held to the views he had expressed three years before, and Mr. Headlam was asked to press to a division the motion he intended to bring before the House of Commons on the subject. So slowly do even pressing reforms make their way.

The changes advocated by Mr. Hall have not yet been fully carried out—the good times of twenty years ago probably slackened effort and earnestness, as well as need for a reduction of the burdens—although many efforts have been made in that direction. The ship-owners, have, however, secured some relief from the inequalities complained of, and a considerable reduction of rates ; and so far Mr. Hall's efforts have not been in vain.

## CHAPTER II.

### *ESTABLISHMENT OF TRIBUNALS OF COMMERCE.*

"Laws grind the poor, and the rich men rule the laws."—GOLDSMITH.

"Equity is a roguish thing; for law we have a measure, know what to trust to; equity is according to the conscience of him that is chancellor, and as that is larger or narrower, so is equity.—JOHN SELDEN.

"The law is a sort of hocus-pocus science, that smiles in yer face while it picks yer pocket; and the glorious uncertainty of it is of mair use to the professors than the justice of it."—CHARLES MACKLIN.

"Of law there can be no less acknowledged than that her seat is the bosom of God, her voice the harmony of the world; all things in heaven and earth do her homage, the very least as feeling her care, and the greatest as not exempt from her power.—HOOKER.

**I**N 1858 Mr. Ayrton moved for a select committee of the House of Commons to inquire into the expediency of establishing Tribunals of Commerce; but six years after that things were just as they were, although a committee had met and reported—the official method of shelving a question when ministers do not want to be troubled with it. The report of the committee was favourable to the establishment of such courts, although the Solicitor-General had considered the County Courts, with their increased powers, might meet the expressed want. Mr. Hall, in 1864, urged the necessity of establishing such courts, and, in giving his views in the local press, showed the chief features of these Tribunals of Commerce,

his residence and experience in France enabling him to do so. He wrote :—

“This institution in France consists of a president and a number of members (of whom I believe three form a court), chosen by the commercial body from among themselves, and confirmed in their office by the Government, and are assisted in their deliberations by a lawyer attached to the court, thus insuring decisions based upon legal grounds, coupled with the soundest commercial principles. ‘This institution,’ observes a French writer, ‘has passed through every crisis in France. It alone remains standing when every revolution that has taken place has shaken to the ground the most venerated institutions as well as those wherein abuse existed. Absolute Monarchy, the Republican Era—during the Imperial as well as the Representative form of Government—every form of government has thrown its protecting shield over it. . . . A body which is self-supporting and not a burden to the State, and composed of the most experienced and respectable merchants, men grown old in the pursuit of commerce.’

“The procedure of these courts is exceedingly simple and inexpensive. The principals in an action may appear personally or be represented by their advocates. The court sits daily in the principal commercial towns. Precedence is accorded to cases of emergency. Matters, however important, must come before this court, and when the amount in dispute exceeds £60, appeal lies to a higher court, composed of lawyers, called the Bench, and a final appeal thence to a court denominated the *Cour de Cassation*. Generally speaking, the decisions of the Tribunaux are upheld by the Courts of Appeal, as these latter, where the question involved is not purely a legal one, have great confidence in the commercial knowledge of the members composing these tribunals; and the highest court of appeal, namely, the *Cour de Cassation*, is rarely resorted to except in cases wherein questions of great legal *difficulty* are involved.

“The offices of president and members of these tribunals are honorary, and to which every commercial man aspires; and should these tribunals be established in this country, so long as there are candidates for municipal honours there will never lack ‘volunteers’ for the more honoured and dignified office of president or member of these tribunals!

“The delay, difficulty, and enormous expense attending cases in our law courts—more particularly in maritime ones—prove in the majority of cases an insurmountable barrier to those engaged in the commerce of this country for prosecuting just claims or resisting such as are unjust.”

*The Newcastle Chronicle*, in a leader on the subject a few days after the letter appeared, said:—

“A single firm in our own time we have been informed has within six weeks paid three contestable claims, partly to avoid the present dangers of litigation. . . . The trial in respect to the *Harbinger* was pending no less than four years before our higher law courts, entailed enormous loss to both plaintiffs and defendants, and was eventually settled by a compromise! There is at this moment, we understand, a dispute pending between two Sunderland firms. The amount at issue was no more than £50; but the expenses already incurred in litigation have reached the enormous sum of between two and three thousand pounds! When a trial of four years only ends in expense and a compromise, when the settlement of a dispute of £50 costs forty or fifty times that amount, is there any reason to wonder that men of commerce prefer loss and submit to injury?”

This was the beginning of a movement, the first legislative fruits of which were not reaped for several years, and have not yet been fully gathered, although attempts have been made very recently to carry out more fully Mr. Hall’s proposal for the establishment of Tribunals of Commerce in this country. The labours in

-

connection with this effort were enough to stamp any man as the leader, and successful leader, in a great and much needed legislative reform.

Mr. Hall next brought the question before the Newcastle Chamber of Commerce when he fathered the letter that had appeared under the signature of "Mercator," which he had first sent to Mr. W. H. Brockett, the Secretary of the Chamber. He read a correspondence that had taken place between himself and the secretaries of Chambers of Commerce, and commercial and other firms, the tenor of which was favourable to the establishment of such a tribunal. He had corresponded, too, with several Members of Parliament, among others with Mr. John Bright and Mr. Richard Cobden. The Members of Parliament were not enthusiastic on the subject, nor yet hopeful as to the result of the agitation upon which Mr. Hall was entering for the cheaper and more expeditious settlement of commercial disputes. In a letter, however, written to Mr. Hall, in reply to one sent by him to Mr. Richard Cobden, M.P., shortly before his death, Mr. Cobden said "there was no doubt the state of the law in this respect was much superior on the Continent to what it was in this country. He did not think, however, that they could apply the principle in operation there to this country without a change of law. He should feel happy in aiding to bring about such a change." Mr. Hall gave his experience in France some fifteen years before in such matter. One case, that would probably have taken a lifetime to settle in this country, was decided in France in two or three months. He moved a resolution approving of the principle of such a tribunal, and the appointment of a sub-committee, consisting of himself, Mr. Jobling and Mr. Theodore Borries, "to obtain from France, Hamburg, Copenhagen, and

other places, particulars of the constitution, mode of operation, and expense of such courts, and report thereon to the general committee of the Chamber." This was agreed to. In the discussion which took place the chairman pointed out the difference between the English method and the process in France. There was a kind of mixed court in this country—the Admiralty Court, principally composed of lawyers who merely called in nautical men to assist them in nautical matters. In France the commercial men merely called in a lawyer to see how the law bore on the subject before them. Points of law were rare, points of practice, custom, or matters of fact were common in the cases that came before such tribunals.

Mr. Hall entered into correspondence with other Chambers, and in a letter that was read before the Liverpool Chamber of Commerce by the chairman, Mr. R. A. Macfie, Mr. Hall wrote, as an instance, showing how justice through the present organisation of our courts was either unattainable or to be had only at such a price as to make the remedy worse than the disease :—

"We loaded a foreign ship with a cargo of coals, and advanced the captain £100 on account of freight. He put into Lowestoft, landed our cargo, repaired his vessel at a trifling expense, returned to the North, and loaded another cargo from another firm, having sold ours at Lowestoft, and either he or his agents keeping the proceeds. He ought, of course, to have reloaded his cargo and taken it forward to Genoa, where he was chartered for, and which is always done. We applied to the court in London for assistance. The captain is held to bail for the advance of the freight only (and not the cargo), and in £20 to cover expenses. Our lawyer informs me that our case could not be decided but in our favour, the captain, a foreigner, having indeed committed an act of



embezzlement. And yet to recover back the £100 advanced, the expenses would amount to £250, against which we have only £20. Thus to recover our £100 we must incur an expense of £250—a state of things that would not be endured in France, Germany, and many other parts on the Continent. The case would have been heard and adjudicated upon in twentieth-four hours by a Tribunal of Commerce, and thus justice rendered and the case heard while the captain was at hand.”

In March the special committee presented to the Newcastle Chamber of Commerce the report which had been prepared by Mr. Hall, giving details of the machinery and process by which the principle was worked in France and Hamburg—the return from Copenhagen had not then been received. Mr. Hall also read letters from Members of Parliament, merchants, and others, approving of the principle of Tribunals of Commerce. Mr. Christian Allhusen said it would be no use waiting for the action of the Government in the matter ; indeed, no one could say whether it would be approved of in official quarters—and the best plan would be to prepare a Bill or hints for a Bill to be laid before Parliament. This suggestion was adopted, and a vote of thanks was passed to Mr. Hall for the able manner in which he had placed the subject before the Chamber.

At a special meeting of the Newcastle Chamber in May, the report was presented with a “rough draft of the Bill proposed by Mr. Hall for the establishment of Tribunals of Commerce.”

The report was a most elaborate one, and gave in detail the principles and processes by which such tribunals were carried out in France and at Hamburg and Copenhagen ; and it shows the thoroughness with which Mr. Hall went into the matters which he took

in hand. In itself it constitutes a handbook to the processes in the courts of daily reference and administration in the three countries with which we had most commercial touch at that time, and is worth reproducing as information upon a subject little known then and not much known now, and as illustrating the legal processes of other countries as compared with ours, the latter a matter still of complaint and waiting for reform. The report also shows the amount of work which must have devolved upon Mr. Hall in carrying out the preliminary steps of what ultimately became the basis of an important legislative measure. The following were the "heads of the Bill," as prepared by him :—

"1st.—Each Court to consist of a President and Assessors. The President must be a judge of a County Court, or when this officer's services cannot be made available, such office of president to devolve on a Commissioner of Bankruptcy, Recorder, the Registrar of any court of Bankruptcy or Stipendiary magistrate. The President and not less than two Assessors to form the court.

"2nd.—The number of the assessors to be as follows :—In districts containing 50,000 inhabitants and upwards, six assessors ; 100,000 and upwards, twelve assessors ; 200,000 and upwards, eighteen assessors. Districts not containing 50,000 inhabitants may adjoin to others to make up that number.

"3rd.—The order of summoning assessors to be by rotation, and if an assessor be unable to attend a summons, he is bound to find one of his colleagues to supply his place.

"4th.—The election of assessors to take place in the following manner :—The town councils of the various boroughs comprised within the district of any court shall nominate such persons as they may deem eligible, and shall submit the names of such persons to the Home Secretary for approval. Not more than one-third of the number of members re-

quired as assessors to be elected by such councils from their own body.

" 5th.—The qualification of merchant, manufacturer, or shipowner to be indispensable for the office of assessor, and persons who may have been such to be equally eligible for the said office.

" 6th.—At the first election one-third of the number of assessors to be appointed for three years, one-third for two years, and one-third for one year.

" 7th.—Assessors to be eligible for re-election at the expiration of their term of office. If any one be elected as assessor to replace one deceased or removed from any cause, his term of office to expire the same as if the original person were still there.

" 8th.—Each court to have a clerk, who shall be a solicitor, and a common seal; also to have a marshal or bailiff, and other officers, whose salaries shall be determined by the said court, with whom also the appointments shall be vested.

" 9th.—The judgments of the courts to be given by a majority of voices and recorded by the clerk of the court, the president having a casting vote.

" 10th.—The function of assessor to be honorary. Those of the president and other officials of the court to be remunerated by a salary to be fixed by the Lords of the Treasury.

" 11th.—The courts to sit when required, upon notice being given by the clerk, and as may be determined upon by the presidents and assessors of such courts.

" 12th.—The courts to have power to hear and determine all questions relating to freight, demurrage, salvage, average, marine, insurance, towage, pilotage, bottomry, necessities supplied to ships, cash advanced for ships' use, to the possession and employment of ships, and between masters and owners of ships, and also to masters' and seamen's wages or disbursements, and to all other questions relating to ships and their cargoes, whether British or foreign. The extent of the jurisdiction of the courts to be fixed by an order in council, but their jurisdic-

tion to be exclusive in the above cases, and no appeal to lie, when the amount awarded shall be under £50.

"13th.—All proceedings in these courts shall be commenced in the court of the district where the plaintiff or the defendant resides, or in the court of the district where the property in dispute may be.

"14th.—The plaintiff or defendant in any action, residing in a town where no such court exists, can have his case tried at the nearest town where such a court does exist.

"15th.—In urgent cases, and when delay might be prejudicial, the court to have power, for the security and at the request of the party in whose favour judgment has been recorded, to order the provisional sequestration of the object or amount so adjudicated or awarded, notwithstanding the case being open to appeal.

"16th.—Appeal against a decree of a commercial court to lie to any of Her Majesty's superior courts at Westminster, or to the High Court of Admiralty.

"17th.—The judge of the High Court of Admiralty and one of the judges of the superior courts of common law at Westminster, with, in either case, five of the assessors of the new courts, to pass rules and general orders for regulating the practice and procedure of the courts, with power from time to time to alter, vary, and amend the same; and the scale of fees and costs to be levied in these courts to be fixed and framed in the same manner.

"JOHN JOBLING, "JAMES HALL, "TH. BORRIES,	}	<i>Merchants.</i>
---	---	-------------------

"NEWCASTLE-ON-TYNE, MAY 25TH, 1864."

The report was adopted by the Newcastle Chamber, and copies ordered to be transmitted to other Chambers and their co-operation asked. The press commented on it. *The Grocer*, a leading trade paper at the time,

parts of the kingdom. *The Gateshead Observer*, then edited by Mr. W. H. Brockett, who was also the secretary of the Newcastle Chamber of Commerce, said :—

“It would be doing a great injustice to withhold from the public the fact that the credit of advancing the matter so successfully to its present favourable position is pre-eminently due to Mr. James Hall, who has spared no pains, has disregarded all claims of personal convenience, and devoted experience and ability of no common order to the furtherance of a measure which is so well calculated to produce here the same ready and inexpensive and satisfactory results of which the Tribunals of Commerce in other counties have been proverbially productive.”

The battle was not yet over, and the victory far from won. There was still plenty of work to do, and opposition, official, legal, and otherwise, to be overcome. The petition prepared by the Newcastle Chamber was signed and presented by the several Chambers, and resolutions urged the members of their respective constituencies to support it.

The second reading of the Bill took place on June 21st, 1865, just thirty years ago, the Hon. Mr. Denman moving the second reading, and Mr. T. E. Headlam supporting it. Mr. Milner Gibson admitted that the subject deserved the fullest consideration of the Board of Trade, but he objected to the assessors, as “they might as manufacturers and traders chosen by the town council of the borough nearest to the place at which the court sat, have a personal interest;” an objection, by the way, that applied to the administration of justice in every local court in the kingdom in which the “Great Unpaid,” or the very highly paid chairmen *and magistrates* of quarter sessions sat. But he promised

if the mover of the Bill would allow "the matter to rest for the present session, he would undertake that it should receive during the recess the fullest consideration." Mr. Hall had previously had a long interview with Mr. Gibson on the subject. Mr. Gibson admitted that Mr. Hall had made out a strong case ; but he considered the country was not ripe for the change. The Solicitor-General characterised "the tribunals, which it was proposed under the Bill to constitute, as altogether novel, combining together as they would the duties of judge and jury"—the position that the judges take in the "superior" courts—and "to the establishment of such tribunals, therefore, he would not give his assent." The official mind in neither instances was either logical, or in harmony with precedents, condemning the judges in the lowest and highest courts of justice in the country by inference, by the reflections cast upon the constitution of the proposed Tribunals of Commerce, in which the assessors would act as magistrates and the judges of the "superior" courts always do.

The Bill was thus shelved for that session. *The Times* of August 16th had an article on the Bill condemning it, but in which it said, "The truth is that till the time of Lord Mansfield the mercantile classes enjoyed such a tribunal as has been now suggested. The practice was for the judge in a mercantile case to leave the question quite at large to the jury, as a matter to be decided by the custom of the trade, with which they might reasonably be supposed to be much better acquainted than he." Mr. Hall in a letter to *The Times* pointed out that they had mistaken the provisions of the Bill which would meet some of the very objections which had been made to it. The courts would have summary jurisdiction, with attorneys and members of the bar, and

cross examination of witnesses ; but the decisions would only be final in cases where the dispute did not exceed £50, an appeal lying beyond that sum to the Court of Admiralty or of Common Law at Westminster ; while the courts would be available daily, and under the presidency of a legal functionary, and the assessors assisting him would have personal dignity equal to that of a justice of the peace. *The Times* admitted its error in respect to the contents or propositions of the Bill, which were just the opposite of what it had said and objected to ; and then after detailing the provisions, said, " We have seldom seen a provision open to so many or more serious objections. The general principle on which it is founded is that it is desirable to create special tribunals for the administration of special branches of law. . . . We must choose between the two systems of administering justice—the local and the central—the system of France and the system of England ; the establishment of courts of the first instance sitting on the spot all the year round with an appeal to courts of higher jurisdiction, as in France, and the sending round judges at stated periods to try the cases that arise, with an appeal to the court out of which the writ issues, as in England." This leading article drew forth some disclaimers from the outside public ; but the London press did not help the movement, but rather misrepresented it ; and as was said by the *Gateshead Observer*, " Two influential journals, the *Times* and the *Pall Mall Gazette*, have done the Newcastle and Gateshead Chamber the honour of noticing the memorial and of throwing each a wet blanket upon the ' Bill ' without, as we are bound to believe, having read the document which they so highly disapprove."

Mr. Hall kept pegging away. He read at the Social Science Congress at Sheffield on October 11th, 1865, in

the jurisprudence department, under the presidency of Lord Brougham, a paper on Tribunals of Commerce, in which he showed that the ancients of Greece and Rome, aware of the difficulties of mercantile transactions, had their courts for the settlement of disputes in all branches of trade. The paper then went on to describe the "Pié poudré" court of Newcastle in the last century, showing that its functions were limited to mercantile and commercial affairs; small fees were paid for entering an action, and after the payment of the real costs of the case the residue of entrance fees were given to the poor. But the "very popularity of the court destroyed it, because it became so great an honour to be connected with its administration that people of inferior ability were too hastily admitted to it." To this succeeded a description of the mercantile courts established by Napoleon I. and described by Sir A. Alison in complimentary terms—"the basis of the jurisprudence of half of Europe;" and after describing the Merchants' Guild at Hamburg and its functions, and the Commercial Courts in Denmark, Mr. Hall pointed out what had already been done in this country towards attaining that object, closing with the eloquent language of Lord Brougham: "It was the boast of Augustus that he found Rome of brick and left it of marble. But how much nobler will be the sovereign's boast when he shall have to say that he found law dear and left it cheap; found it a sealed book, left it a living letter; found it the patrimony of the rich, left it the inheritance of the poor; found it the two-edged sword of oppression, left it the staff of honesty and the shield of innocence?"

A paper by Mr. A. J. Williams on the extension of the jurisdiction of County Courts was read at the same time, and the two papers were discussed together.



It was not all that could be desired, but as Mr. Hall said, "it was a step in the right direction," in a letter he wrote to *The Times*, replying to objections taken to the Bill *in toto* by Mr. J. Russell, secretary of the Mercantile Law Amendment Society, who said it was "a measure, I believe, calculated to prejudicially affect every merchant in this country;" he objecting to the extent of the jurisdiction—the amount to which the powers of the court applied—and to the addition of the County Courts, to the already existing Common Law and Admiralty Courts for the trial of commercial cases. To the official opposition was thus again added the opposition of men who were pretended reformers in the same direction. Had jealousy to do with such opposition as that of the "Mercantile Law Amendment Society" and the "Tribunal of Commerce Association"? Mr. Hall replied that "so far from its effects being calculated to prejudice the commercial interests of the country, the numerous petitions presented to Parliament in its favour, and emanating from the Chambers of Commerce and municipal bodies of the leading commercial towns in the kingdom, and the special recommendation of the measure to the attention of the Government by the Associated Chambers of Commerce all tend to show the importance the commercial community attached to the measure." He pointed out that the new Bill provided for appeals to higher courts, whose decisions would be followed as precedents in the inferior courts, and would put an end, where bail could be given, to the arrest of ships—a fruitful source of abuse upon the most trivial occasions; while he quoted the opinion of the Lord Chief Justice on the advantage of mercantile and naval skill in such cases. As to the necessity of having cases heard on the spot, he quoted the following instance of hardship: "An Admiralty writ was recently

served upon a foreign vessel in the Tyne for a claim for damage to another, which could have been settled for less than £5. The case was defended and tried before the Court of Admiralty, and resulted in the foreign vessel being condemned and ultimately sold to cover costs." So Mr. Hall kept pegging away, meeting every objector with arguments in favour of the Bill, and giving cases showing the need for a change in the mode of administering the law.

*The Shipping Gazette* said :—

"A portion of the legal profession have petitioned Parliament against this Bill. The commercial communities of the leading outports are petitioning in its favour. Parliament will be at no loss to decide which of the two are best entitled to be heard on such a subject—the public, who are directly concerned in cheap and expeditious administration of justice, or the practitioners, who live by the delay and cost of that administration."

Parliament decided not as the organ of the shipping community expected. The lawyers in the House and the legal profession out of it, who petitioned against the Bill, were too much for the supporters of the measure, which was finally withdrawn.

The movement was not dropped. The Government having expressed their intention, in consequence of a commission having been appointed to inquire into the whole system of Law Courts, not to reintroduce the measure of the previous session, Mr. Norwood, M.P. for Hull, in conjunction with the members for Newcastle and Sunderland, Mr. Headlam and Mr. Candlish, followed up the subject by introducing a Bill entitled "The County Court Admiralty Jurisdiction Bill, 1868," which dealt with that part of the subject included in the

preceding Bill that related to claims arising from salvage, towage, necessities, or wages ; or damage to cargo, or by collision. A deputation on the subject interviewed the Duke of Richmond, the President of the Board of Trade on March 10th, 1868 ; and the second reading of the Bill was moved by Mr. Norwood on March 17th, when Sir Roundell Palmer opposed the Bill on behalf of the legal profession, saying that "it would be a considerable anomaly if it were thought right, in cases of shipping up to £500, that a jurisdiction should be given to the County Courts, which had never yet been given even to the superior Courts of Common Law and Equity." Sir G. Bowyer, while admitting the anomaly, asked "why Admiralty jurisdiction should not be given to the courts of law, and in some cases perhaps to Courts of Equity ; and why, in fact, the whole of the Admiralty jurisdiction should not be vested in the Common Law Courts, with the aid of Trinity Masters ; for the civil law bar was defunct ? The professors of civil law had obtained an Act of Parliament, under which they had sold Doctors Commons !"

The Bill was read a second time that night, and ordered to be committed on the first Friday after Easter. The lawyers were now the chief opponents. As Mr. Headlam said at a meeting of the Newcastle Chamber of Commerce on the 20th of April : "The Board of Trade was in favour of the Bill ; their opponents were the London Law Institution." Mr. Daglish at the same meeting said "the principle embodied in that Bill originated with Mr. James Hall," and he hoped, as the Newcastle and Gateshead Chamber of Commerce was the parent of that Bill, that their members would do their utmost to see that it was carried that session.

The Cinque Ports had local courts in which some cases

were tried, and Mr. Hugessen said in the debate he would be satisfied if the rights of the Lord Warden and of the Cinque Ports were not affected. Mr. Cave in reply said these local courts were not constituted of persons conversant with naval matters ; and from them had arisen "such scandals that the French seamen said that next to being wrecked altogether the worst that could befall them was to be saved by the English boatmen." Arbitration had hence been resorted to, and as the arbitrators were paid according to the amount of damages given, frequently rather larger sums than the justice of the cases demanded were awarded. "In one instance that had come to his knowledge," he said, "the arbitrator awarded £3000 damages in a case which was afterwards settled for £30 !"

The Bill with some modification passed the House of Commons ; and Earl Grey having asked for the views of the Newcastle Chamber on the question, should there be any opposition in the House of Lords, Mr. James Hall, the Secretary (Mr. Plummer), and Mr. W. S. Dalglish were appointed a deputation from the Chamber to wait upon Earl Grey and explain the provisions of the Bill ; and they did so.

In the House of Lords Earl Granville moved the second reading of the Bill, which passed through the Lords, after undergoing some alterations that were in fact improvements. The report presented by Mr. Hall on the subject to the Newcastle Chamber, regretted that the Bill, as amended in committee in the House of Commons,

"instead of conferring upon the County Courts an absolute and entire Admiralty jurisdiction in all matters, as proposed, it only appears to confer a limited jurisdiction in salvage,

towage, necessaries, wages, damage to cargo, or collision. There appears to be no provision for demurrage or any other matters in which the Admiralty has jurisdiction, such as disputes between part owners, enforcement of liens, etc."

But he added—

"The principle for which this Chamber has so long contended—of a local Admiralty Court and provincial tribunals—having been now established, your committee look forward with confidence to a further extension in the next session of Parliament, so as to include every case which can possibly arise in shipping and commercial business; and cordially congratulate this Chamber upon the fact that a Bill involving so valuable a principle has passed into law this session."

Mr. Headlam wished "that the Bill had been a little more extensive; but they had had great difficulties. The legal profession was against them: the Attorney-General hardly deserved the credit he had got. The officers—but not the Official Board—of the Board of Trade were with them, and the head of the Government, Mr. Disraeli, himself gave his assistance; and in that way the Bill was rather forced upon the legal department of the Government. They accepted the amendments to get the Bill passed. He was inclined to think that the Lords had improved the Bill—giving it a Common Law jurisdiction. The Bill did two things—it recognised the principle of local jurisdiction and it destroyed the exclusive Admiralty Civil Law and gave it to the Common Law." This was the opinion of Mr. Headlam, who belonged to the legal profession and held a judicial position. He did not think they should seek to extend it next session, but first see how it worked, and in the end they would get a really valuable measure. They had done their best under the circumstances.

Mr. Daglish, himself a lawyer, and as one of the committee who had worked with Mr. Hall, was grateful for the Bill. "It was a most valuable and very large instalment," he said, "and all it required was a little extension. One of the most valuable portions of the Bill was one which did not appear on the face of it: it gave to the registrar of the County Court (an officer sitting permanently) all the powers of taking evidence and administering oaths which County Court judges had. Cases were frequently abandoned on the ground of ships and crews going away; but these need not now be abandoned. Their greatest thanks were due to Mr. James Hall, who had originated the Bill. The Chamber must feel grateful to him; for if it had not been for his exertions it might have been neglected this session. Mr. Hall had used his efforts for years continuously, and he thought they ought to pass a vote of thanks to him for his services, not only to the Chamber, but to the entire community. The Bill had been to a great extent urged on by Newcastle; the entire motive-power had been Mr. James Hall." He moved to that effect. The Hon. T. E. Headlam, M.P. for Newcastle, seconded the motion, adding "he could speak in support of what Mr. Daglish had said. He did not think the Bill would have been the law of the land if it had not been for Mr. Hall, to whom he thought the whole of the commercial world was indebted." Mr. Joseph Cowen, afterwards Sir Joseph Cowen, the other member for Newcastle, said, "Had it not been for Mr. Hall's exertions, it would never have been a Bill at all! Others wanted, when the thing was likely to be successful, to make people imagine that they had had something to do with it, but the members took care to let them know where it did originate. The credit was due to Mr. Hall, and they were determined

he should have it." The resolution was carried with acclamation.

Mr. Hall, in acknowledging the vote, said he had been taken by surprise by it. It was true he had taken a great deal of trouble in the matter. For the past six or seven years he had been working at it. But they had received a very great deal of assistance from Mr. Daglish, whom he thought was entitled to a vote of thanks. But for the valuable legal assistance Mr. Daglish had been kind enough to give them for a long time past, they certainly would have failed. A motion to that effect, proposed by the local members of Parliament, Messrs. Headlam and Cowen, was carried and added as a rider to the resolution, and entered in the minutes of the Chamber.

Commenting on the passing of the Bill, *The Newcastle Daily Journal* said :—

"The chorus of compliment which greeted the ear of Mr. James Hall at the meeting of the local Chamber of Commerce in reference to the paternity of the Admiralty Jurisdiction Bill was well deserved. For five or six years Mr. Hall, very materially aided by Mr. Daglish, has pressed the subject on the attention of the commercial world. On all hands it is admitted that this act, as it stands, is a substantial measure of justice ; much more extensive, indeed, than might have been expected, when it is considered that the measure is an innovation, and practically an experiment. . . . It is rare, indeed, that a measure of such great importance, introduced by private members of the House of Commons, so rapidly becomes statute law ; but owing to the influence of Mr. Disraeli and the law officers of the Crown, what may be peculiarly called the Newcastle Admiralty Jurisdiction Act has received Her Majesty's approval."

The Bill was materially aided in its passage by Mr.

Disraeli ; and the Tories gained the honour of passing it, *The Newcastle Journal*, reflecting upon the remark of Mr. Headlam that "they had given credit to the Attorney-General, but he was afraid he hardly deserved it"—the Tory Attorney-General—asked, "How did it happen that Mr. Headlam and his party were so long in office with large majorities to confirm their opinions without carrying such a measure as Mr. Hall's ? Was it with Admiralty Jurisdiction Courts as with the Irish Church ? Did conviction reach the official Whig intellect merely as a means to regain the occupancy of Downing Street ? It is clear that our townsman, Mr. Doubleday, must set to work on a revised edition of his 'Crimes of the Whigs.'"

On July 31st, 1868, the Bill became law, and by an order in council dated December 9th, 1868, the County Court of Northumberland, holden at Newcastle, Berwick, Belford, Alnwick, Morpeth, and North Shields, had Admiralty jurisdiction, and the County Court of Durham, holden at Gateshead, South Shields, Sunderland, Seaham, Hartlepool, Stockton, and Middlesborough, had also Admiralty jurisdiction. The Act came into operation on January 31st, 1869, and it could be applied on memorialising the Lord Chancellor to all County Courts in England, where the community needed or desired it. The seaboard counties speedily sought the powers it gave, as in the case of Northumberland and Durham. The Bill was not all that was desired, and Mr. Hall was deputed at the November meeting of the Chamber to watch the operation of the new Act, and communicate with the new Government that had come into office, with respect to conceding the remaining portion of the original measure by extending to the jurisdiction of the County Courts "all claims arising in any charter party,



bill of lading, freights, demurrage, insurance, average, and generally to all claims of a civil and maritime nature, relating to any ship or to goods carried therein."

On August 2nd of the following year (1869) an Act was passed to amend the County Court (Admiralty Jurisdiction) Act, 1868, which extended the jurisdiction over ships and goods, and thus practically embraced everything Mr. Hall had sought for in the original scheme with respect to shipping.

A committee of the House of Commons was then sitting on the question of improvement in the administration of the law—the decision of which Mr. Milner Gibson wanted to have before Mr. Hall's Bill was pressed through Parliament, and the delay in which led to the Conservatives, as we have seen, having the opportunity of again "dishing the Whigs." The report of that committee was not presented until the latter part of 1871; and *The Times* of November 3rd, 1871, writing on it, said :—

"We summarised yesterday the principal points comprised in the report of the committee; and we think the grievance of the trading classes is serious enough to demand sympathy and relief from Parliament. What the witnesses examined before the Committee ask, is the establishment in this country of Tribunals of Commerce for the settlement of disputes between traders, after the model of similar establishments legalised in France. . . . If commercial men are agreed as to the expediency of establishing Tribunals of Commerce, there is no class or interest that has a right to protest against such a reform. . . . We are justified in assuming that the opposition to a plan for instituting these commercial courts in the United Kingdom will be very feeble and short-lived. . . . The commissioners find courage enough to suggest that the judges of the County Courts shall take to themselves assessors in commercial cases,

just as by a recent Act of Parliament they are allowed to have the assistance of nautical assessors in Admiralty cases. It is rather late in the day to attempt the amendment of the County Court Jurisdiction Bill ; but whatever may be substituted for it, will have to comprehend and satisfy the claims of the commercial classes in England for a speedy and inexpensive Tribunal of Commerce."

"The sky is changed ! And such a change !" From such a deliverance as that given above from *The Times* in 1871, and that of the same journal in 1865, when the proposal of Mr. Hall for the establishment of Tribunals of Commerce was met with, " We have seldom seen a provision open to so many or more serious objections " ; and that was applied to the principle as well as the processes proposed ! Mr. Hall's perseverance had converted the commercial classes, and even a Conservative Ministry ; anticipated the decision of the House of Commons committee, and probably led to the decision given by them ; and won over *The Times* ! Getting a parliamentary committee to report is one thing ; getting an Act passed is another. There have been reforms since then in the administration of the law ; but other subjects engrossed Mr. Hall's energies and attention. Much had been obtained, and the system was working fairly well. But still something remained to be done ; but if the hour had come there was not the man, and so the matter rested, to crop up again. In 1884 the London Chamber of Commerce was " gratified at learning that the Corporation of the City of London have determined to establish for the whole metropolis a court of arbitration for the settlement of business disputes." " The proposal," said Alderman Cotton, M.P., " was, in fact, the establishment of a Tribunal of Commerce."

In 1888 a Bill was brought into the House of Commons, backed by Mr. Jacoby, Sir Albert Rollit, Mr. Montague, Mr. James Maclean, and Mr. Esselmont, providing for the establishment of Tribunals of Commerce for determining speedily and economically claims and disputes arising out of trade transactions, and for the employment of the existing organisation of County Courts by such tribunals. Central tribunals were under the Bill to be established at the chief towns in England and Wales.

It was proposed to apply to any commercial transaction, or contract relating thereto, the same system of legislation—the County Court judge, a trained legal official, and two merchant judges selected from trades in the district—as had been so successful in Admiralty cases. The Bill was not carried, as might be expected. It was introduced by the same gentlemen in 1890, and commenting on it, *The Shipping World*—edited by Major Jones, M.P., for some time the American Vice Consul of the United States at Newcastle-upon-Tyne, a Welshman who had fought for the North in the Slaveowners' War of America—said :—

“Once more has cropped up our old friend, the Tribunal of Commerce question. Many years ago Mr. James Hall of Newcastle, supported by the Local Chambers of Commerce, agitated this question with so much energy and zeal that he earned the sobriquet of Tribunal Hall, a complimentary nickname which expressed the admiration of his friends and the tolerant chaff of his opponents. After the extension of County Court jurisdiction the agitation subsided, until revived by the Associated Chambers last year; the question had for a long time lain dormant. It comes to the front now in the shape of a Bill introduced into the House of Commons by Sir Albert Rollit, Messrs. Jacoby, Esselmont

and Montague, and Mr. James Maclean, who was formerly editor of the *Newcastle Chronicle*,"

and long editor of the leading newspaper in Bombay ; Member of Parliament for Preston for some years, and now M.P. for Cardiff, and connected with the *Western Mail* (the leading organ in Cardiff) in the dual character of part-proprietor and contributor. The writer closed with saying,—

"As in everything else, there are two sides to the 'tribunal' question, and the system, in any case, may be well worth a trial, though we do not expect to see it in operation this year, nor next, nor the year after that."

The legal mind was at length convinced that something should be generally done—convinced because likely to be set aside if it were not—and the Incorporated Law Society in November 1892, at its annual meeting, passed a resolution recommending the committee to consider a scheme for the establishment of Courts of Commerce in Liverpool and other commercial centres ; such courts to have summary jurisdiction in commercial matters, and arranged, as far as possible, so as to secure speed of trial and finality of decision. The Law Society did not recommend the establishment of Tribunals of Commerce such as those proposed at Liverpool. They thought that local centres of the High Courts should be established with continuous sittings ; and this change might be effected by new rules of the High Court and without an Act of Parliament. It was the principle of the tribunals for which Mr. Hall had so fully contended, but with a varying process—the establishing, in fact, of new courts, instead of utilising the existing County Courts—against which strong objection had been made at the outset of the movement by the legal authorities.

No wonder the legal mind was stirred, for "Othello's occupation" was threatened. As the legislators and legal gentlemen would not amend the laws with respect to ordinary mercantile cases, the commercial classes determined to take the law into their own hands, and on November 22nd, 1892, an Arbitration Council was established in London ; the result of the combined action of the London Chamber of Commerce and the London Corporation, after the matter had been in some form before the city for years. The London Chamber of Commerce selected a list of a thousand business men of character and ability, from which the arbitrators might be selected ; and the nominations were sanctioned by the Council. An apartment in the Guildhall was set apart to this new and permanent Commercial Arbitration Court ; for, if required, it would be in session every day in the year, except Sundays, Good Fridays, Christmas Day, and Bank holidays. Ordinary cases might be settled by a single arbitrator, but if desired, two arbitrators and an umpire could be chosen ; while a legal assessor could be added, one of the Corporation officials acting as registrar. The proceedings were to be in private ; no reports to be published, and the employment of solicitors and barristers to be discouraged ; the cases were to be presented by the principals, clerks, or agents of the interested parties, and the evidence to be given off-handedly, without brow-beating cross-examination. The arbitrator's fee was to be two guineas for the first hour and a guinea an hour afterwards, with a moderate fee to the registrar and assessors. No fewer than one thousand two hundred cases were at once notified to the Chamber of Commerce for settlement by the Council. Before the *Conseils de prud'hommes* in Paris as many as eighty thousand cases have been settled in a year ; and as a north country local

journal said at the time, it was only the carrying out of the principles advocated by Mr. Hall and the Newcastle Chamber of Commerce, when "Mr. Hall favoured us with a series of able articles advocating the establishment of such tribunals."

This cheap and speedy method of settling disputes is voluntary, and requires the assent of both parties to a dispute. That has always been open in case of differences, and was stated to be so in the controversy raised by Mr. Hall's action twenty-five years before; but what was wanted, he said, was a compulsory power to have a case tried or a dispute settled before the speediest and most economical tribunal, and not to leave it to the option of one of the parties, whose longer purse might lead him to seek the most costly method and so wear out his opponent, or lead to a compromise, or drive him even to give up the contest—litigation being so costly, that a great victory might be a great loss. It is, indeed, for such cases that such courts with compulsory powers are needed. The work is not yet fully accomplished that Mr. Hall inaugurated and so successfully carried through in respect to Admiralty cases, in which the grievances were great and pressing; but the operations of the Admiralty Jurisdiction Courts and the ends thereby sought have commended themselves so far to the commercial classes as to lead to the proposal of the Bills and the adoption of the voluntary Arbitration Court just mentioned. Another Mr. Hall is needed to force through Parliament a Bill making the use of the simplest, cheapest, and best method of obtaining justice possible, and not optional, to either plaintiff or defendant, to either poor or rich.

The history of this agitation, in which Mr. Hall has been the moving spirit, shows what labours have to be

undertaken, what opposition encountered, and what obstacles overcome, before a measure, commending itself to the common sense and interests of the community, can be placed on the statute book of the country, and how strong are vested interests, and how difficult are law reforms to get—because of the opposition of lawyers, too many of whom are legislators; although, as we have seen, there are some who are patriots more than partisans, and consider the interests of the community before their own. To them and such as them was due, in a measure, the victory we have recorded; while the delay—chiefly due to the Law Society—in carrying out the reform so pressingly needed and so fully indicated by Mr. Hall, has resulted in the creation of a body of amateur lawyers, or rather judges, with special technical knowledge; and the determination of the commercial classes to dispense with solicitors and barristers in the settlement of trade disputes—a strong condemnation of the “law’s delay” and of the costliness of justice, and showing how much the legal mind is behind the times, and how little it appreciates or meets the needs of this age of progress and of rapid action and quick decisions. The judges appear to appreciate the critical position of the craft from which they have sprung, and see how it is threatened with curtailment, if not extinction; for they now often condemn the running up of costs, unnecessary proceedings and delays, and appear anxious to expedite the administration of justice, as well as to cheapen it. As the great legal reformer said, “Justice delayed is justice betrayed.” The narrative of this great legal reform is interesting, and were it the sole work of a man’s life it is something to have accomplished; but it is only one of the many useful and beneficial movements in which Mr. Hall has taken a leading part. We

---

have given thus fully the story of an important reform to show what it takes to carry it out, and also to show what an influence one man can have in effecting a reform when he is in earnest and as plodding, persevering, and irrepressible as Mr. Hall, who accomplished his ends in a very quiet and unostentatious manner ; the man being lost in the measure, but working, like the forces of nature, comparatively in silence, but most effectively ; and like those forces always ready for manifestation, when opportunity affords ; and as reliable, ready, and all pervading as the force of gravitation itself.



## CHAPTER III.

### *THE LOADLINE FOR SHIPS.*

"Ah, God, for a man with heart, head, hand,  
Like some of the simple great ones gone  
For ever and ever by,  
One still strong man in a blatant land,  
Whatever they call him—what care I?—  
Aristocrat, democrat, autocrat—one  
Who can rule and dare not lie."—TENNYSON.

"Ships that sailed to sunny isles,  
But never came to shore."—T. K. HERVEY.

"But far and wide as eye could reach  
No life was seen upon wave or beach;  
The boat that went out at morning never  
Sailed back again into Hampton River.

"Oh, Rivermouth Rocks, how sad a sight  
Ye saw in the light of breaking day!  
Dead faces looking up cold and white  
From sand and seaweed where they lay.

\* \* \* \* \*  
"And men shall sigh and women weep,  
Whose dear ones pale and pine,  
And sadly over sunset seas  
Await the ghostly sign.  
They know not that its sails are filled  
By pity's tender breath,  
Nor see the Angel at the helm  
Who steers the Ship of Death."—WHITTIER.



OUR ships and seamen." Under this heading there appeared in *The Shipping Gazette* in November 1867 a letter signed "J. H." The letter was written by Mr. James Hall, and it was the beginning of an agitation that was as

sensational as it was successful—at least in one direction—and led to such legislative measures as have had the effect of lessening the loss of ships and lives at sea, a result as benevolent as it was beneficial. Mr. Plimsoll, the member for Derby, has got the credit of that movement; and it was called after a time by his name. But *it was begun long before Mr. Plimsoll took it up; and it is due to the inception of Mr. James Hall*, who in his position as a shipowner and as a director of an assurance association had seen the evils connected with the reckless management of ships by owners and masters, to say nothing of the negligence of the men. The letter, which was also given in *The Newcastle Daily Chronicle*, and commented on favourably in its leading columns, possesses in some respects an historical value in connection with that agitation and legislation, and as indicating the direction in which Mr. Hall's thoughts were at that time going in regard to public and philanthropic matters connected with the sea and seafaring life. It is worth giving *in extenso* for the above if for no other reason, but it very fairly summarises the ground work of the agitation that was to be :—

“The periodical returns of our losses and casualties at sea are gradually assuming proportions which render the subject one of the highest importance, and one in which legislation seems urgently required. It is known that ships are sent to sea from our ports in an unseaworthy condition, and the effect of the enormous increase of casualties on the rates of insurance would hardly be credited by those unacquainted with the premiums of twenty or thirty years ago. The rates are now, in many cases, double what they were formerly; and whilst, at the low premiums of a quarter of a century ago, underwriters realised fortunes, the business is now most unprofitable, in spite of the high rates of the present day; and yet we are building our

ships stronger than ever. The Lloyd's Register, as well as the French Veritas, are making more stringent rules for the classification of vessels. Improvements in navigation have been introduced by parliamentary enactment; our coasts have more lighthouses; rocks are marked by buoys; and still our losses are increasing along with the premiums of insurance. The subject has been engaging the attention of the commercial community for some time past. About twelve months ago the Newcastle Chamber of Commerce presented a memorial to the Board of Trade, in which they attributed the excessive losses to two main causes—first, to the unseaworthy condition and inefficient equipment in which many vessels, frequently overladen besides, are sent on their voyages; and, secondly, to incompetence or carelessness on the part of those in command. They suggested the appointment of a Government Inspector of Shipping at each of the principal ports, whose duties should be to examine periodically such British ships as hold no certificate of classification from either London or Liverpool Register, or the French Veritas, granting or refusing them a certificate of seaworthiness as the case might be. In fact, the Newcastle Chamber simply suggested the extension to all British ships of the provisions of the Merchant Shipping Act as applied to steamers carrying passengers. In the Foreign Trades and in the Home Passenger Trade masters have to pass an examination to obtain their certificate. This examination should be extended to the Home Carrying Trade as well. The law should also require every master, in the event of his vessel being lost, to deliver or forward a copy of the protest relative to the disaster to the shipping master of the port of registry of the vessel; and whenever it should appear that the loss of such vessel could not be satisfactorily accounted for, an inquiry should be instituted by order of the shipping master, or at the instance of any party concerned in the disaster, and conducted before the Local Marine Board by a legal official appointed at each port by the Board of Trade, the Local Board to be vested *with discretionary power* to cancel or suspend the master's

certificate, as the circumstance of the case might warrant. It would be no hardship to a ship-master to submit to such an inquiry. No man who has performed his duty need fear to show having done so ; whilst, on the other hand, the dread of an official inquiry would materially contribute to making men more careful. Our mutual insurance clubs occasionally make it their business to inquire into the conduct of masters, and, in cases of palpable neglect or incompetence, they decline to continue to insure any vessel commanded by a master whom they may not have found equal to the proper discharge of his duties. But such person still retains his certificate, though he may be known to many to be utterly incompetent ; and while it remains in his possession, he can go where he is not known, take another command, and by his incompetence bring further valuable property, and still more valuable lives, into peril.

“ A few words may be said concerning crews. As our seamen, in the foreign trades more particularly, seldom remain longer than for one voyage in an owner's employ, they are, as a body, perhaps less cared for than other classes of workmen. It is true they are now better paid and have better treatment on board ship than formerly. Sailors' Homes have been established at many of our seaport towns, where they can sojourn while on shore ; but still the low lodging houses, to which the larger number of sailors resort, cannot but have a demoralising influence over them. More, no doubt, requires to be done for these men ; which might lessen the complaints too frequently made by our captains, with good reason of the inefficiency and insubordination of their crews. Our men require a better training in early life to appreciate the advantages accorded to them. We possess the finest material in the world to make good sailors in the ragged lads running about our seaport and inland towns, who, left to themselves, too frequently grow up to lead a life of misery and crime. The Thames and Mersey have their floating reformatories ; and every seaport town in the kingdom should be provided with similar vessels—which Government would, no doubt, be willing to do—when the

same principle that governs our ragged schools ashore, under the Industrial School Act, would be adopted, and where not only boys committed by magistrates, to whose maintenance Government so largely contributes, but also those who are found in such large numbers about our ports and fishing villages, uncared for and without ostensible natural protection, would be received, fed, and educated as in the ragged schools, and trained for sea life, with liberty to sleep on board if they wished it. It is a notable and significant fact that in our ragged schools the accommodation falls far short of the demand, and that the services of the boys brought up there are much sought after. To defray the expense of these floating institutions additional aid to that accorded by Government would be necessary, and doubtless forthcoming, from local sources, for so desirable an object. As the National Lifeboat Institution so nobly rescues the lives of our sailors when wrecked upon our shores, so these floating schools would perform the no less noble office of a moral lifeboat, in rescuing from the streets many who might otherwise be doomed, from the wretchedness that surrounds them, to make shipwreck of their lives. There is no new principle in anything advanced here, whether as regards ships, captains, or sailors: the suggestions made are merely the more extended application of principles or institutions already admitted. To all systems there are no doubt drawbacks, more or less formidable; but when the question is one so important as that under consideration, neither the scruples of one party nor the interested motives of another should prevent effect being given in its fullest extent to any system which in some degree may tend to diminish the loss of valuable lives and property."

In embryo, we have in this letter more than one of the schemes and institutions which Mr. Hall subsequently advocated and brought into existence, and which have been of enormous advantage to all concerned.

*This letter, it will be seen, touches master and man,*

owner and captain, and appeals to all and on behalf of all. A very different attitude to what the agitation assumed in Mr. Plimsoll's hands. His was an attack upon the great body of shipowners ; and yet here is evidence that *long before* he entered into the movement, a leading shipowner of Tyneside and a member of a Chamber of Commerce, largely composed of shipowners, was appealing to Parliament to take the very measures which were subsequently carried out—true, it was partly through what Lord Beaconsfield designated as Mr. Plimsoll's "happy hysteria."

On October 17th, 1868, there appeared in *The Times* a letter from Mr. Hall on the lines of the "J. H." letter in *The Shipping Gazette* of the previous year. In that letter Mr. Hall said,—

"Instances are numerous of ships, notoriously unseaworthy, being sent to sea and lost almost immediately after leaving harbour. Without, however, referring to particular cases which have come under my own observation, there is one which has attracted public attention of quite recent occurrence. A vessel of 500 tons nearly thirty years old was loaded in July last with about 700 tons of coal for Shanghai. The day before she sailed an official, on the part of Lloyd's Salvage Association, visited the vessel and found her making water considerably, and that her rigging, or a portion of it, required to be set up, facts which it appears were at once communicated to the owner. On the following day the ship was again visited, and three feet of water found in her hold, and the rigging still in the same condition. Early on the next morning the ship went to sea, and the chief mate deposed that before she left the Mersey she had two feet of water in her hold, although the crew had been engaged in pumping the previous night. On the morning of the third day, on sounding, it was found that the water was gaining rapidly on the ship, and at noon there were no less than seven and a half feet of water in the hold.

At this time a ship hove in sight, to which the captain and crew of the vessel in question, who had been working continuously at the pumps, made their escape, and abandoned the sinking ship. The fact of the ship having made water from the time of loading up to her sailing was known to the master and the owner, and yet she was sent to sea and abandoned before she was out three days! . . . The remedy of the evil lies, it is generally supposed, with the underwriters. As a director of two marine insurance companies here, I may be permitted to state that, notwithstanding the exercise of the utmost precaution and circumspection, we cannot guard against taking insurance on vessels that may be unseaworthy, and when a claim arises upon such an insurance we must either pay without demur, or submit to be involved in a law suit, the expenses of which are enormous, not to speak of the uncertainty of the decision and the strong feeling of juries against public companies. The principle of Government inspection is already applied to mines and other industrial pursuits, and there can be no valid objection to its extension to shipping. . . .

“Many of our old mutual insurance clubs, where old or unclassed vessels were insured, have within the last three or four years collapsed, the annual premium in some of them having exceeded 30 per cent.; and even in some existing clubs where more circumspection is shown the rates are now about 20 per cent.,—in itself a proof of the poor and ill-found condition of the property which is allowed to go to sea. The value of such vessels is, at this moment, purely nominal, and not long ago a brig carrying 250 tons was sold in this locality by public auction for the sum of £50, representing a value of about 4s. per ton. Such property passing into the hands of men of small means, instead of being broken up, is navigated, and it is fortunate if its loss at sea does not involve the destruction of life as well as property; and thus the substantial and careful owner pays for the needy speculator, whose constant and repeated claims upon underwriters for the loss of unseaworthy ships are the cause of the ever-increasing

premiums of insurance. It is, therefore, the interest of ship-owners themselves strenuously to support any measure calculated to reduce the fearfully large number of losses at sea. . . .

“Our mutual insurance clubs occasionally make it their business to inquire into the conduct of masters, and in case of palpable neglect or incompetence they decline to continue to insure any vessel commanded by a master whom they may not have found equal to the proper discharge of his duties. But such person still retains his certificate, though he may be known to many to be utterly incompetent; and while it remains in his possession he can go where he is not known, take another command, and by his incompetence bring further valuable property and more valuable lives into peril.

“Were proof necessary, I might point to my own personal experience during the last twelve months as conclusively showing the necessity that inquiries into losses should be more frequently held. . . .

“The tendency of recent legislation and of recent decisions in our courts of law has been seriously to increase the responsibilities devolving upon the shipowner; indeed, so much so as almost to defeat the object of such legislation. Into this question it is, however, not my intention to enter in this letter, nor into that of ‘overloading’—likewise a fruitful source of many of our maritime disasters, but which ought to be dealt with by Shipowners’ Associations before legislative action is taken.

“I trust I have been able to show that, notwithstanding the natural aversion to Government interference, it is incumbent upon the Legislature, as it is in the interest of the shipowner, apart from the higher principles of humanity involved in the question, to endeavour to reduce, as far as practicable, the possibility of loss of life and property at sea. A comprehensive measure to bring the class of shipping I have alluded to within the pale of Government inspection, and the appointment of a legal functionary to assist the



local Marine Board in official inquiries into cases of loss and misconduct in ship captains, cannot fail to contribute to these most desirable ends."

*The Times* commenting on this letter said:—

"The able letter from Mr. James Hall of Newcastle must have somewhat startled those of our readers who do not happen to have any special acquaintance with the merchant shipping of this country; for it was completely at variance with all that, on general grounds alone, they would have naturally been prepared to expect. As Lord Carnarvon remarked at the Social Science Congress the other day, modern civilisation has a curious tendency to destroy human life with one hand and to save it with the other, but on the whole it does far more to save than to destroy. . . It is, therefore, rather staggering to find, in the face of all these facts, that, as regards a very large class of vessels, the loss of life and property at sea during the last twenty or thirty years, so far from greatly diminishing, or even remaining stationary, has actually very much increased. . . According to Mr. Hall, who speaks with the authority of long professional experience on these matters, the rates of insurance are now in many cases double what they formerly were; and while at the low premiums of a quarter of a century ago underwriters realised fortunes, the business is now most unprofitable, notwithstanding the high rates of the present day! The necessary inference from this state of things is that far more vessels are lost now than a quarter of a century ago. . . We trust that Parliament will give the question at least its consideration."

In another leading article *The Times*, on November 5th, in dealing with the Wreck Register said:—

"The actual loss of life was not so heavy last year as in 1859, when the Royal Charter was lost, but otherwise the

returns exceed in gloom all former reports. . . We may as well say at once that the number of shipwrecks in 1867 was no less than 2090, or an average of nearly six per every day of the year. . . The Report itself ascribes a large proportion of casualties to defective equipment or careless management ; and a letter which we published last month from a competent observer, Mr. Hall of Newcastle, showed how great a number of these annual losses might be regarded as almost wilfully incurred."

Mr. Hall's letters set the ball a-rolling. It was commented on in various quarters. *The Newcastle Journal* said :—

"Mr. James Hall, of this town, has again drawn public attention to the rapid increase which is taking place in the number of shipwrecks from causes presumably avoidable. He is well qualified to speak with authority upon the subject, and the remarks which he has addressed to *The Times* carry the greater weight, because in himself he represents the interests not only of underwriters, but of shipowners also."

*The Newcastle Daily Chronicle* said :—

"The able letter written to *The Times* by Mr. James Hall, a most competent authority on such subjects, has attracted a very large amount of attention in nautical circles, and we have no doubt but it will furnish most useful aid to future legislation on this subject."

In 1869 the Merchant Shipping and Navigation Bill was introduced, and to Mr. James Hall and Mr. W. S. Daglish the Newcastle and Gateshead Chamber of Commerce deputed the task of considering and reporting on it. Their report thereon was presented to the Chamber on December 7th, and the Bill, with its more than five hundred sections, had been fully considered by them ; and

they made several suggestions on clauses that needed improving. *They regretted, however, that no provision was contained in the Bill to determine the maximum loadline of ships and steamers, and that without such provision no shipping Bill could be complete!* They gave the various rules which existed, and some opinions on these matters obtained by them from eminent ship-builders and practical authorities of the district, men whose views were entitled to consideration. After giving Lloyd's rule and also the Liverpool Underwriters' scale, with the opinions of the other authorities named, the report proceeded :—

“The necessity for a line of extreme loading is admitted by all parties, and your committee venture to suggest that, in the event of the Government not approving of any of the above suggestions, or seeing fit to fix a basis for vessels hereafter to be built, that such line might be determined by the builder, in conjunction with the surveyor of Lloyd's, or of the Liverpool Underwriters' Association, under whichever inspection built, together with the local surveyor of the Board of Trade, thus *representing the shipowner, the underwriter, and the Government.* In the event of any disagreement arising between the parties, the County Court judge of the locality could be empowered to authorise two of the nautical assessors, appointed under the Admiralty Jurisdiction Act, to assist in determining the maximum limit of flotation; the decision of such body to be submitted to, and approved by the Board of Trade; and that for vessels built under the inspection of neither of these societies (a very rare exception) the builder and Board of Trade surveyor could determine such limit of flotation with power to call an assessor, as provided, in case of any disagreement. For vessels already navigating, the builder and surveyor of such ships, when practicable, together with the local surveyor of the Board of Trade, to fix such loadline; and

when this arrangement is impracticable, the owner to appoint a representative, who, in conjunction with either the surveyor of Lloyd's or of the Liverpool Underwriters' Association and the surveyor to the Board of Trade, be called to determine such line. The limit determined upon might be stamped amidships, and the distance of such freeboard be painted in legible letters, and posted on some convenient part of the ship."

It will be seen from this extract that when suggestions were made they were not general in character, but very particular in detail. Opposition was, however, taken to this proposed fixing of the maximum loadline, and Mr. Hall, after replying to the objections raised by a correspondent of *The Times*, wrote :—

"Underwriters and marine insurance companies are charging increased premiums to meet the increased risk, and thus the merchant who ships his cargo and the shipowner who does not overload his vessel are paying for those who do. It is not, therefore, so much an underwriter's as a Government question; for the first duty of a Government is to protect the lives of its subjects, and to every other class of workmen, except sailors, this duty is discharged. It is no less the duty of the Government to protect property. Every ship that is lost at sea, no matter upon whom the loss may fall in the first instance, must be a loss to the nation. . . . Whether a vessel be laden with coal, pig-iron, or lead, all must admit that it should have a 'side' or 'freeboard' beyond which it ought not to be immersed, and it is such extreme limit of flotation which I conceive it to be, in the interest of humanity, not less than the duty of the Government, to determine."

In these sentiments we have the expression of the highest and soundest political economy, business tact, and humanity—the highest and primary duties, in fact, of the individual, society, and the State—the declaration

of the first principles of true statesmanship and of that true self-interest, which is involved in the fact that a wrong that is done to an individual is a wrong done to society and the State, and against the laws of God and man.

In the following year, 1870, at the Annual Meeting of the Associated Chambers of Commerce in London in the month of February, Mr. Hall, as representing the Newcastle Chamber, proposed five resolutions in regard to shipping matters, especially applicable to the Merchant Shipping Bill. Those resolutions and the speeches he made in supporting them are historical. They were reprinted, and from that reprint Mr. Plimsoll heliotyped three of them in his celebrated book "*Our Seamen : an Appeal.*" The resolutions and speeches were as follows :—

The first resolution was—

"That a periodical inspection of all sailing ships and steam ships, not carrying passengers, unclassed at Lloyd's, or by the Liverpool Underwriters' Association, should be compulsory."

Mr. James Hall, in moving it, said,—

"In asking the Associated Chambers of Commerce to adopt the resolution which has just been read, I regret that I have no data to put before you as to the extent of the evil which it is intended to remedy. The knowledge that unseaworthy ships are allowed to navigate is best known to those who, like myself, are engaged in the maritime commerce of the country. I know of no case where an inquiry has been held into the loss of any ship which may have foundered at sea with all hands, passenger ships excepted ; and in the absence of all such inquiries it is impossible to form any estimate. That the evil is a serious one I have no doubt. The class of shipping which is engaged in the coal trade, as a general rule, is a very inferior class. In the Mining Act the most stringent rules are laid down for the safety of those employed. If an accident happens,

notice within twenty-four hours must be given to the Home Secretary, and where the consequences are attended with the loss of a single life, the inquest cannot be held until the inspector under the Government be present. How very different is this state of things to that of shipping! One vessel after another may founder, with all hands, and not the least inquiry is made into the cause of their loss. The proprietor of a colliery has, moreover, a direct interest in maintaining his property in the highest state of efficiency, for he has no Insurance Company to fall back upon to recoup him the damages which he may have sustained, whereas the same thing cannot always be said of the shipowner. It has been urged that the adoption of such a regulation by Government would relieve the responsibility of a shipowner. I know of no case where a shipowner has been held responsible for sending his ship to sea in an unseaworthy condition. It is further stated that it would entail the employment by Government of an army of surveyors. I am not of that opinion; an addition, it is true, but not a very considerable one, would suffice for the task. All the unclassified ships in the country, and it is with those only we propose to deal, are not to be found in port at one time. All passenger-carrying ships are at present periodically subject to an examination by a Board of Trade surveyor, and it is this same principle we propose should be extended to those vessels which are not classed at Lloyd's. I am not ignorant that many of our unclassified ships are classed with the French *Veritas*, but I feel that our Government would not be justified in recognising the classification of any foreign body. There are some shipowners who own first-class vessels who object to class their ships at Lloyd's; but their number is inconsiderable, and I feel quite sure that any such regulation as is here proposed would by no means incommode them. My own firm are managing owners of several large unclassified ships. I am not, therefore, wishing to impose upon others an inspection from which I myself would be exempt.

"As a general rule, however, there is a reason, and sometimes a very cogent one, why owners object to have their vessels surveyed. For although a classification, however low the character might be that would be assigned by Lloyd's, would, in the most of cases, enhance the market value of such shipping, yet it is not to be doubted there are ships to which, in their present condition, not even the lowest class could be assigned. It is sometimes said that the question is an underwriter's question. It is so, to a limited extent only. We have ships engaged in our coasting trade, and, to some extent, in our oversea trade, which are not insured at all, and some which would not be insured by any respectable company but at such a premium as would be totally prohibitory. The calls made by some of the north-country clubs covering such risks have reached the enormous premium of twenty-five to thirty per cent., and the clubs have almost all collapsed in consequence. The cause which has led to the collapsing of these clubs is of itself sufficient to show the necessity there exists for interference on the part of Government to step in and check an evil which involves the lives of our fellow-men. I have referred to the absence of all data to estimate the extent of the evil, by reason of there seldom or never being any official inquiry into the loss of vessels of this character which have foundered at sea. I must, from my own personal experience, state, as director of one of our insurance offices, the case of a ship where the master and some of the crew left, and others were appointed, and when they started upon their voyage the vessel was so leaky that before she got out of the river she had to put back, and the cargo had to be discharged. The coals were sold, but the proceeds scarcely exceeded the expense incurred. A claim was made against our company for a total loss of the cargo, and, to prevent a costly lawsuit, we had to compromise the claim. If the vessel had proceeded to sea she might have foundered with all on board, and no official inquiry would ever have been instituted into her condition previous to sailing. I might refer to the case of a vessel lost on the east

coast, which we were fortunately, from circumstances which afterwards came to our knowledge, able to show had been from the outset unseaworthy; but, in defending the action brought against us by the owner, the law expenses exceeded three times the amount insured in our office. If this vessel had foundered with all hands, we should have known nothing of the circumstances which afterwards came to our knowledge.

“I might also refer you to several other cases of vessels foundering, immediately after leaving port, from preventible causes. I might further refer you to the case of a ship that went ashore on the coast of Holland, that broke up so rapidly as to call forth the following remarks in a foreign journal:— ‘The barque —, laden with coals, was lost to the east of the harbour. The crew, consisting of seven men, were brought on shore. Two hours after the vessel struck there was nothing left of her but fragments. There were then seven lives which most probably would have been sacrificed had it taken more than two hours to have got them off. In order that a vessel should go to pieces in so short a time on a shore like ours, she must be in a most unseaworthy state, and we cannot understand how the English Government, so careful of the lives of its subjects, should allow certain shipowners, from mere motives of avarice, to send vessels to sea with almost a certainty of their being lost. We earnestly wish, for the sake of the brave English crews of the colliers, that their Government would do something for their security, by naming a special Commission to inspect their vessels.’ How frequently would those pertinent remarks apply to similar instances occurring upon our own shores, and where the lives are lost, instead of happily saved, as in this instance! Speaking as an underwriter, we are sometimes called upon to insure the cargo for a customer who has no interest in the body of the ship, and although we have gone on increasing the premium until it is doubled, we have, from the frequent losses in some trades, lately resolved to decline such risks altogether. Many of our



coasting vessels, to my own knowledge, have to pump while in harbour, pump while at sea, and when overtaken by a heavy gale of wind, too frequently perish with all on board. I have been for many years engaged in loading ships in the coasting trade, and many are the faces of those captains whose vessels I have loaded, who have gone to sea never to return again to port. Strange as it may appear, men who are accustomed to trade between two ports will, for the advantage of being frequently at their homes, incur the risk of navigating such ships. In France, no vessel considered unseaworthy by the authorities is allowed to leave port. The question is essentially a Government question ; for I take it to be the first duty of Government to protect the lives of its subjects, and I observe that in introducing the Bill, Mr. Shaw Lefevre proposed an amendment, that it should be a misdemeanour to send a ship to sea in an unseaworthy state. Surely it would be far better to provide against such a loss by proper inspection before sailing, rather than to wait until the calamity has occurred, and then to punish the shipowner. Moreover, the difficulty of proving a ship that was lost to have been unseaworthy, would practically make the clause of non-effect. I trust I have said sufficient to induce the Chamber to adopt the resolution under consideration."

The second resolution was as follows :—

"That, in consequence of the frequent losses of sailing and steam ships from the practice of *overloading*, the Associated Chambers are of opinion that the attention of the Government should be drawn to this subject, and that it should be invited to take into consideration whether the Bill should not contain provisions for determining the maximum loadline of sailing and steam ships."

Mr. James Hall, speaking on it, said,—

"The resolution which has just been read is one the im-

portance of which cannot be over-estimated. However great may be the evil of sending unseaworthy ships to sea, that of sending large and valuable steamers to sea overloaded, and consequently unseaworthy, involve consequences of the greatest magnitude. It is not too much to say that to this growing and increasing evil, hundreds—it may be thousands—of valuable lives, and hundreds of thousands of pounds of valuable property are annually sacrificed. Again, I should like to have been able to put before you some data as to the extent of the evil, but in the absence of all inquiry into steamers lost at sea, save in the case of passenger ships, or some exceptional case, we are without data to form an estimate. I do not, however, hesitate to say that, were an official appointed for a short time at some of our principal ports, to note the condition in which ships are sent on their voyage, a state of things would be revealed little creditable to us as a nation. I feel quite sure that the question is one which must sooner or later force itself upon the attention of the Government. The resolution which I submit for the adoption of this body does not involve this meeting in defining or determining any arbitrary line for summer or winter. It may not be out of place if I call your attention to the report which lies upon your table, adopted by the Chamber which I represent, and in which will be found the opinions upon this subject of shipbuilders, some of whom are the largest and most practical in England; of practical ship surveyors, and experienced nautical men. You will there notice that no vessel can be deemed seaworthy that is sent to sea with less than two to three inches, counting from top of deck plank to water line, for every foot of depth of hold in the case of non-spar-decked ships; that is, for example, a ship with a depth of hold of eighteen feet, according to some authorities, should have a side or freeboard of three feet; according to some, three feet nine inches; and according to others, four and a half feet; and in the case of spar-decked ships, no ship should be immersed above one to two feet, according to the views of the writers, *below the main deck*

*line*. Yet it is not too much to say that these rules are daily violated.

“We have instances of vessels sent to sea almost flush amidships with the water’s edge, and in the case of spar-decked ships *submerged above* the main deck, instead of having a side or freeboard of from one to two feet or more *below* the main deck. A friend of mine went, a few months ago, on board of a ship while she was loading, and asked the mate if he intended to sink her. The mate observed he did not intend to sail in her. The ship proceeded next morning, and the only vestige heard of her since has been a small part of her outfit cast up in the Channel, indicating the sad end of ship and crew. I may refer to the case of another steamer whose condition, as she proceeded to sea, was such as to be the theme of conversation amongst all nautical men. She foundered, with the loss of all hands, almost, it is supposed, immediately after leaving harbour. A few days ago I found that a steamer I had chartered had loaded more than was expected. The captain was asked the reason, when he replied that the loading had been attended to by his owner, but he himself wished so much cargo had not been put on board. One who saw the vessel subsequently reported to me that she had very little side or freeboard. On the Friday the vessel left the Tyne, and on the Sunday night following a loss off the Norfolk coast was reported, and a boat washed up bearing the name of this very ship. There is only too much reason to fear that she had been lost, with all hands. I might refer to the cases of spar-decked ships so deeply laden as to have their main deck under water, and foundering after leaving port. In the case of passenger ships the Government determine the number of passengers they may carry, but do not determine, what is of much more importance, the draught of water the same vessel should draw; and passenger-carrying ships may, in this the month of February, be seen leaving our ports with the arch board on the stern of the ships upon which the ship’s name and port are generally painted, on a line with the water’s edge. The wonder is not that so many ships are

lost, but that the number is so few. In the case of the *Ivanhoe*, it was alleged that some of the crew would not proceed, and others were shipped, and within twenty-four hours after sailing, it is supposed, she foundered, with all hands. The Town Council of Leith, if I mistake not, on that occasion passed such a resolution as the one I now submit for your adoption. We are told that it is impossible to fix such line, and that it cannot be done. Practical men who have thought over the matter think otherwise. Lloyd's, as you are aware, are supposed to have a standing rule that every ship should have a side or freeboard of three inches to the foot of depth of hold. This, however, does not apply to spar-decked ships. And the rule of three inches to the foot is made compulsory by Government when Government stores are shipped by merchant vessels, and it might, therefore, almost be imagined that stores were deemed by Government more valuable than the lives of subjects. The Newcastle Chamber suggested that, in the event of the Legislature not seeing fit to fix a basis, a line should be determined by the builder of the ship, the inspector, under whichever book she was built, and the Board of Trade surveyor; their decision to be subject to the Board of Trade.

“It would, I think, be impossible to devise a more able and unbiassed tribunal to determine such line. In my opinion, a line marking the extreme limit of flotation compatible with safety should be fixed. It may be argued that such line would relieve the shipowners' responsibility; but my experience is, whether responsible or not, to my knowledge no shipowner has ever been called upon to account for any misdoing in this respect. It has been said that such a rule would shackle us in competing with the foreign shipowner. If our success has to be purchased by sacrificing the lives of our sailors, the foreigner, for my part, is welcome to the trade; but in this case the foreigner is a myth. He does not exist. The steam-carrying trade of this country and Europe is, at present, and likely to remain, in the hands of British shipowners. Competition exists among ourselves, and a very sharp one it is becoming.

It is said it is an underwriter's question. An underwriter meets increased risks by increased premiums, and the owner who does not overload his vessel in the end has to pay for him who does. It has also been said that the question might be safely left to those who navigate them. There will never be wanting volunteers even to man a vessel, however deeply she may be laden—the *Ivanhoe*, to wit. I speak as a steam shipowner, and say that the carrying out of the resolution under consideration would be deemed by many amongst us as no unjust interference, and as imposing no harsh restriction upon our property. Many of us feel that such a rule has become a necessity, while to those who practise the evil, which it would to a certain extent remedy, it would be an effectual barrier. There is a reluctance amongst most men to speak out upon this subject. But the Government themselves have admitted the necessity by suggesting, as an amendment, measures for taking the draught of water on sailing, but the same argument before used will apply; it is prevention, by preventing overloading before sailing, which is required, and not future punishment, or furnishing means for underwriters to resist claims for loss. The draught of water a vessel draws can now at any time be procured at the office of the pilots. I hope you will adopt the resolution. Sooner or later it must be adopted by Government, and, in the interest of humanity, the sooner that period arrives the better."

The third resolution was as follows :—

"That the Bill should provide means for obtaining authorised judicial surveys, in all cases, where any ship puts into any harbour or place in the United Kingdom or British Colonies in distress, or in an alleged unseaworthy condition."

Mr. Hall said,—

"In asking you to adopt the resolution, I will attempt briefly to show the necessity, that whenever a survey has to be held, the surveyor should be appointed by some properly constituted

authority. For example, a foreign vessel loads a cargo of coals in the Tyne, bound to a foreign port, and, as customary, an advance is made to the master of a portion of his freight, which in some cases is equal, and in some cases exceeds, the value of the coals shipped. The captain puts into a port on the English coast, alleging that he has received some damage. His vessel is insured abroad, and his object may be to abandon her to his underwriters, which at present is a thing easily accomplished. He calls anybody he likes, and there are persons always at hand to undertake the service, to survey his vessel. They give him a certificate, pronouncing his ship to be worth so much, and that it would take an equal amount, or within a trifle of such valuation put upon her, to repair her. He forthwith sells the cargo by auction, and leaves the proceeds to be handed over to the shipper. I need not tell you that this summary operation entails a loss, almost amounting to a total loss, upon the unfortunate parties concerned in the cargo. In the course of last summer I loaded a foreign vessel, where the master not only sold my cargo, in spite of my notice to himself and the auctioneer, and kept the advance of freight I had made, but absolutely retained from the proceeds distance freight, a thing unknown in this country, between the Tyne and the English port where he then was. He refused to allow my own agent to examine his ship. His ship, of course, upon the certificate he had supplied himself with to make good his claim against his underwriters, was sold, and, as is very frequently the case, she sailed back within two or three weeks to the Tyne, without having been docked, ready for further employment. I had effected a portion of the insurance on my cargo abroad, and rather than jeopardise the insurance I had effected, I had to witness what I have here related, for I felt convinced that I would have some difficulty in making any foreign tribunal believe that such irregularities could be practised in this country. Scarcely had this cargo been sold until another foreign ship I had loaded put into the same place. Fortunately for myself, in this case the ship was not

insured, and the owner had therefore no interest in abandoning his ship. He, however, had found some one to give him a certificate, notwithstanding that the cargo had not been unloaded, and that nothing of the ship's bottom could be seen, to the effect that the repairs would amount to within a fraction of the value of the ship when repaired. It is just the same as if it were possible to value a bale of goods from the outside wrapper, without knowing the contents of the bale. The ship not being insured, as I have before observed, the owner arranged with me to keep the cargo, and repay me the value of the coals and the advance of freight I had made ; and, when settling, he smiled at the certificate he had shown me, and assured me that his ship's value was more than double the certified return, and, like an honest man, he took his ship and repaired her at home. I might refer to the case of a ship, where I arrested the captain for abandoning my cargo at a port on the north-east coast, when he ought to have carried it forward, instead of returning to the Tyne, as he did, with the same vessel ; but, as the amount in which he was held to bail might not have covered the costs of a lawsuit, I was obliged to submit to my loss ; and, I might add, that the lawyer, who is now dead and gone, and who was acting for the master, refused to let me have the amount that had been paid into court, without a fight, unless we paid him some portion of it. In the autumn of 1868, an English vessel, timber laden, bound to England, was taken into a port at the foot of the St. Lawrence, and was condemned in the usual way, and sold. The insurance office, with which I am connected, had to pay a sum nearly equal to a total loss upon the certificate of survey furnished by the owner. In the spring of the ensuing year the same ship arrived in England, with the cargo she had originally on board, and which the master then in command said had never been unloaded. It is to prevent all such irregular proceedings as these that the Merchant Shipping Bill should provide means for obtaining authorised judicial surveys, in accordance with the suggestion submitted by the Newcastle

Chamber of Commerce in their Report to the Government on the said Bill."

The fourth resolution was—

"That a public functionary should be appointed to conduct, on the spot, all proceedings which may arise under the Bill when it becomes Law."

Mr. James Hall said,—

"In the observations that I have made in the course of my remarks upon the resolutions bearing upon unclassed vessels, and upon that which refers to the overloading of ships and steamers, the inspection and restriction, which it is the object of such resolutions to impose, of course affect the interest of the owners of such property. In the resolution now before the meeting, it is the interest of the captains, and those who navigate such vessels, that are affected. I feel that more frequent inquiry into accidents and losses at sea would, in the end, materially diminish the number of such casualties. If men knew that, if they got into trouble, their conduct would be made the subject of inquiry, it would make them more careful. In the report, presented to the Board of Trade by the Newcastle Chamber, prepared by myself and Mr. W. S. Daglish, it is suggested that a legal surveyor should be appointed, and that any owner, underwriter, or person interested in the loss, should have the power to require an inquiry to be instituted. As a rule, you will find very few owners disposed to call their masters publicly to account. I hope the Board of Trade will entertain the suggestion thrown out; and, if it is adopted by Government, the necessity of a public functionary to undertake proceedings is apparent. The feeling that a public prosecutor should be appointed is steadily growing, and the remarks made upon that subject by the Lord Chief Justice, on the trial of the 'Queen v. Gurney,' cannot fail to hasten such appointment. With these few



remarks, I propose for adoption the resolution which is before the meeting."

The fifth resolution, dealing with another subject, subsequently more fully dealt with by Mr. Hall was,—

"That, as a means of increasing the supply of efficient sailors for the Mercantile Marine, the Bill should contain provisions for the establishment and maintenance of training ships for boys intended for sea."

Mr. James Hall said,—

"The sixth resolution, which it is my duty to bring before you, only requires to be read to be adopted. It has been my good fortune to take an active part in promoting the establishment on the Tyne of the *Wellesley* Training Ship, under the Industrial Schools Act, and since then three other ships have been established in England and Scotland, and three others are in course of formation. In those poor neglected boys, with which our streets abound, we have excellent material for making intelligent and efficient sailors. A committee has been recently formed at Liverpool, to ascertain the views of those who are alone able to furnish the information, whether our seamen have or have not deteriorated in quality, and they intend to lay the result of their labours before the Government. It will be found since the apprenticeship system has been abolished that, as a rule, our men are not equal to what they were; indeed, how can it be otherwise when adults are taken off the streets, and, after a voyage or two, ship as A.B.'s? I will not trouble you with any statistics as to the number of men or the number of boys, or the number of foreigners that are in the service of our mercantile marine. I may just, however, state one fact, that a sailing ship belonging to my firm sailed two or three months ago from the north, and out of a crew composed of twenty-five hands eleven were foreigners. There

was no lack of English sailors at the time, but these men were shipped by our captain in preference to our own countrymen. It is by such means as training ships and marine schools that we must make our officers and men. The Government at present grant the loan of a vessel, but withhold the outfit. The cost of the outfit may be estimated at between £2,500 and £3,000; and small as this sum appears, it serves as a barrier to the full extension of this valuable institution. There is room for twenty-five or thirty training ships round our coasts, and I trust the Government will view favourably so valuable a movement, and aid, where such aid is needed, their establishment."

There was some objection to the resolutions from representatives of Plymouth, Hartlepool and Middlesborough, doubts being in their minds as to whether there were cases of overloading. That there were cases was sufficiently proved; but that they were general or, at all with some owners, was another matter. They were exceptional—like all offences; but it was necessary to meet such exceptions; and this the meeting considered, for no law is a terror to others than evil-doers.

The speeches made by Mr. Hall in introducing the three first resolutions were reprinted by Mr. Plimsoll in his book. The resolutions were all agreed to by the Associated Chambers of Commerce, and copies sent to the President of the Board of Trade.

Mr. Hall's speeches were fully commented on in the daily press, local and general. *The Newcastle Daily Telegraph* said:—

"Mr. James Hall has made some pointed and instructive remarks in support of these amendments, and one would think, after reading his speeches, that no reasonable man

would object to the provisions contemplated. . . If those engaged in the shipping trade refuse to reform their laws, let us hope that in the interests of humanity and political economy public opinion will assert its power in order to accomplish the necessary reforms."

*The Newcastle Courant* said :—

"In asking what should be done to effect a better state of things, it must be remembered that all shipowners are not prepared to take up the words of Mr. Hall and say, 'If our success has to be purchased by sacrificing the lives of our sailors, the foreigner, for my part, is welcome to the trade.' With some men avarice is a greater moving power than justice."

On March 15th, 1870, Mr. Hall laid before the Newcastle Chamber an elaborate memorial—full, as usual, of telling facts and figures—enforcing the necessity of periodical inspection of unclassed ships, and the making of provision for the prevention of the overloading of steamers and sailing ships, and of having official surveys; and all the subsidiary questions of resident legal officials, light dues, the measurement of water-ballast space, dues payable by consignees, and training ships for boys. *It was adopted by the Chamber, and this petition was presented to the House of Commons.*

*The Porcupine*—a Liverpool satirical paper—like many such journals, often more powerfully sentimental, like *Punch*, than satirical, wrote on April 16th, 1870, as follows :—

"We cannot understand the laxity of our own Chamber of Commerce in regard to this subject, particularly when opposed to their intense avidity to reform abuses, which are

not one-tenth so mischievous to our trade or so disgraceful to us, as a civilised nation. Mr. James Hall, of Newcastle-on-Tyne, who has for years been agitating reforms in connection with shipping matters, both through the local Chamber of Commerce and the press, points out in one of his communications that in France no vessel considered unseaworthy by the authorities is allowed to leave port. He contends, and justly, that the question is essentially a Government question, for it is the first duty of Government to protect the lives of its subjects. Now surely we have at least one man in our Liverpool Chamber of equal energy, moral courage, and determination with Mr. Hall. Where is Mr. Patterson? where Mr. Rathbone? . . . The Liverpool Chamber has not officially raised its little finger to protest against the vices of undermanning vessels, overloading them, sending ships to sea insufficiently equipped, or any of the evils which during the year 1869 caused so much misery and disaster. On the other hand, the Newcastle and Gateshead Chamber has gone most thoroughly into the question. . . Would that Mr. Hall could pay us a visit down here to warm up some of our local men! A lecture on 'What are Draughts, and How do they Affect Claims on Underwriters' would be a good counterfoil to Mr. Bonamy Price's recent lecture on 'Money, and Does it Affect the Rate of Discount.'"

It was against this apathy that Mr. Hall had to fight—an apathy due on the part of many shipowners to the fact that they were not personally guilty or parties to any of the evils complained of; or, at least, not intentionally. There was another section of shipowners, however, who made profit out of preventible losses, and were not unknown in many ports. It was not surprising, therefore, with such apathy on the parts of public bodies and public officials, as well as the opposition of some in the trade, that the reforms proposed by Mr. Hall and the Newcastle Chamber were not at once adopted.

Even in the Associated Chambers of Commerce the matter was taken up in a lukewarm spirit, and but for the proposal to refer the matter to a committee of the Maritime Chambers—a proposal accepted by the Newcastle representatives, and, in fact, suggested by one of them, Mr. Craig, the late member for Newcastle—the matter would have been shelved there. The committee met next day, Mr. Hall being chairman of it, and the resolutions were adopted and embodied in a memorial to the Board of Trade.

During the whole course of the movement Mr. Hall had to bear up against discouragements of many kinds, besides those encountered in public meetings and in the press of an antagonistic or lukewarm character. Two or three of his personal friends stood firmly by his side, and he carried the most active and best men of the Newcastle Chamber of Commerce with him. For Mr. Hall took a comprehensive and business-like, as well as a philanthropic view of the matter, holding as Mr. W. S. Lindsay—cabin-boy, shipowner, and Member of Parliament for Tynemouth and Sunderland—wrote later on in his “History of Merchant Shipping,” referring to an episode we are about to relate:—

“However great our exertions have been to save life, more might still be done; but without all the facts, further legislation, based on general impressions, and still more so on popular clamour (valuable in itself though too often deplorable in its results) will prove of the most ridiculous character.”

## CHAPTER IV.

### *THE PLIMSOLL AGITATION.*

"It is notorious that those who first suggest the most happy inventions, those who weary themselves in the search after truth, strike out momentous principles of action, painfully force upon their contemporaries the adoption of beneficial measures ; or again, are the original cause of the chief events in national history, are commonly supplanted, as regards celebrity and reward, by inferior men."—CARDINAL NEWMAN, *in the Oxford Sermons.*

"Yet do thy work ; it shall succeed  
In thine or in another's day ;  
And, if denied the victor's meed,  
Thou shalt not lack the toiler's pay."

WHITTIER.

**I**MMEDIATELY after the meeting of the Associated Chambers of Commerce in 1870, Mr. Samuel Plimsoll, then member for Derby, came upon the scene. He went to Newcastle and saw Mr. Hall at his office. He told Mr. Hall that he had been present at the meeting of the Associated Chambers when he delivered his speeches. Mr. Hall narrated to him many incidents in reference to overloading and the other reforms he contemplated. On hearing some of these Mr. Plimsoll exclaimed, raising his hands, "How will that tell in the House of Commons !" That was the first dramatic scene in what became a very sensational agitation in a matter that had been hitherto conducted on the simplest and most unsensational lines, but with all the force that truth, fact,

and honesty with earnestness could give; and with a desire to carry the measures advocated, but with as little reference to the man who was pushing them forward as possible. So far this line of action had been very successful—for it had received the sanction of the greatest commercial representative body in the kingdom; in fact, in the world—the Associated Chambers of Commerce; and while that support had not been given with enthusiasm nor conceded to pressure or threats, it had been freely, fully, and calmly given from the straightforward and earnest manner, backed with unassailable facts and figures, arguments and illustrations with which it had been placed before them. Reforms in England are slowly accomplished; and Mr. Hall believed in the force of truth, and the common sense and general goodness of heart of the people, in Parliament and out of it; and so he worked on constitutional lines and in a business way. A new element was about to be introduced into the agitation. It answered its purpose; but no doubt the same result would have been brought about in regard to the loadline and the saving of property and life at sea; as in regard to the cheapening of law in like cases by the passing of the County Court Admiralty Jurisdiction Bill, brought about by Mr. Hall's quiet method of agitation.

Some of the statements given to Mr. Plimsoll by Mr. Hall were, of course, in confidence. They were simply to show what was going on, and for which there was at that time no remedy, and no legal means of preventing; while it was difficult in many cases to fasten culpable or criminal responsibility upon the offenders, although the moral culpability might be self-evident. These statements were afterwards used, without Mr. Hall's knowledge or sanction, by Mr. Plimsoll, in his

once notorious, but now little known book, "Our Seamen: an Appeal." It was published in 1873, and was got up in a manner that was likely to produce a sensation. Everything in it had a sensational turn given to it, from the mode of insuring ships—which it began with, dealing with the division of heavy risks, the practice of all insurance offices, whether from losses at sea, fire, or life—to the building and fitting of vessels, with which it ended. It was illustrated with facsimile reproductions of pages from the *Lifeboat* and the annual report of the Board of Trade, underwriters' subscription lists, charters of vessels, the wreck chart, specimens of scamped workmanship in ship-building; photographs of rusted bolts and plates; with an appendix giving photographs of vessels and matters connected with their construction, distantly but not immediately connected with the subjects then specially before the public. The most striking and effective part of the appeal was, probably to thinking men, the reproduction of three of the addresses delivered by Mr. Hall before the Associated Chambers of Commerce, the striking passages in each of which had been underlined in ink, before being photographed for the heliotype and facsimile reproduction. The quarto volume of about one hundred and fifty pages was designated a "pamphlet"; although, as Mr. Plimsoll said in the Preface, it "from its length alone looks like a book." He referred in the book to his early struggles in London, with a view to giving "weight to my testimony on behalf of the working-men;" and he said to his friends who might have helped him, had they known his straits, "what a grand and glorious thing it will be if, by *any* sacrifice, we can put a stop to the dreadful and the shameful waste of precious human life which is now going on." The course he intended to



take was, he said, in the coming session, to bring in a "Bill providing for the compulsory survey of all merchant ships (the Newcastle proposal and mine are alike in effect, as you have seen) ;" and providing that no overloaded ship should go to sea, and also dealing with over-insurance. He also intended to move for a Royal Commission "to inquire into the other sources of loss to which I have referred, and into the general subject."

When the book appeared a Newcastle newspaper condemned it for its one-sidedness, its attack on the ship-owning and shipbuilding class, and its appeal to the masses. "The Appeal" had been made to the wrong class or in the wrong way to that class. As was pointed out, the text from which Mr. Plimsoll made his appeal was the annual report of the Board of Trade, a page of which was photographed and appeared on the third page of the appeal. It showed that while there were one thousand three hundred and ninety-seven "wrecks resulting in total loss," from what might be called preventible causes, there were nine hundred and fifteen "arising from inattention, carelessness, and neglect;" but only four hundred and eighty-two "arising from defects in ships or equipments." And the "casualties resulting in partial damage" were one thousand seven hundred and thirty-five, of which one thousand two hundred and four were "arising from inattention, carelessness, and neglect," but only five hundred and thirty-one "arising from defects in ships or equipments." So that about two-thirds of total wrecks and also two-thirds of casualties, were due to "inattention, carelessness or neglect," which would be faults of the seamen; and only one-third to "defects in ships or equipments" which might be considered the faults of the owner. Yet, while the latter were condemned in strong language in the book

and from the platform, not a word of condemnation nor of entreaty was applied to the seamen,—the doubly greater offenders—in this “appeal” to, as well as on, “our seamen.” It was therefore condemned as one-sided by the journal in question, and as partaking more of the nature of an appeal by a popularity hunter than of a philanthropist.

The Plimsoll agitation was conducted on the lines of the book ; as if the shipowners and shipbuilders and ship-insurers, all capitalists connected with the industry, were the sole offenders, and deserved universal condemnation and especially the condemnation of the “masses,” to whom appeals were made. And yet the book furnished proof that the efforts towards reformation, the demand for legislation in regard to the faults arising out of the owners’ neglect, *had originated* with one who was at once interested in all three industries—of ship-owning, ship-building, and ship-insuring ; and it had been pressed forward and brought before Parliament by the purely capitalist associations—the Newcastle and Gateshead Chamber of Commerce, and the still larger body of the Associated Chambers of Commerce—*long before* Mr. Plimsoll had shown a sign of public interest in the matter ; while the chief facts and figures upon which he had based his appeal had been supplied by the capitalist shipowners themselves ! Mr. Plimsoll might have said all he said about shipowners and others if he had been equally as severe on the greater class of offenders—the seamen—and not have written of the latter as if they were the victims only and not the greatest offenders in regard to preventible losses. “If the lives of nearly a thousand of our ministers of religions,” he wrote, “or of our lawyers, or of our doctors, or of our public men were sacrificed every year, to what a Government officer

described as a 'homicidal system' to pure and most culpable neglect, what would be said?"

The faults of offending shipowners might be "homicidal," but those of culpably neglectful seamen were "suicidal." To these latter faults, twice as numerous as those of the owners', no special reference was made by Mr. Plimsoll, although Mr. Hall in some of his contributions on the subject referred to them. Men and methods differ. There was more truth in what Mr. Thomas Gray, the leading official of the Board of Trade, said at the meeting of the Associated Chambers of Commerce at Newcastle on September 21st, 1873: "The question of loss of life at sea was not a question of unseaworthiness of ships as of unseaworthiness of seamen"—language quoted by Lord Brassey in one of his valuable contributions to naval literature. This great fact, that Mr. Plimsoll so singularly overlooked in his "Appeal," was not overlooked by Mr. Balfour, after the subject had been thoroughly thrashed out before Royal Commissions and in Parliament, in the press and on platforms; for when speaking at Liverpool in October 1880 on the dissolution of the Committee of Inquiry into the condition of our seamen, which had laboured most assiduously for the enlightenment of seamen, he said: "The main cause of the loss of property and life at sea is not the overloading of ships, as Mr. Plimsoll has so earnestly pointed out; is not the deficiency of hulls or defective rigging, but mainly arises from defective seamanship;" and he might have added drunkenness and neglect. The recent terrible losses of life, in which there were no defects in the vessels, by collisions, due to the faults of the men in charge of the vessels at the time, has sadly demonstrated this fact.

*Much* of the space in the "Appeal" was devoted to

a condemnation of the system of insuring ships on the ground that as the loss was spread over a number of individuals, "the individual payment in case of loss was far too small to induce any one to fight a lawsuit in order to escape it. But besides the reason that the individual loss of an underwriter is too small, considering the trouble and expense, to make it worth his while to dispute a claim, he is not strong enough. Consider how the relative positions of insurer and insured differ here, between the case of a ship being insured and that of a factory or warehouse. In the latter case those called upon to pay are the stronger by far of the two parties. It is a company with skilled advisers and organised staff, with solicitors and a watchful executive, against the resources of an individual." But with respect to shipping there were Lloyd's and the other large insurance associations in other parts of the country, like the two companies which Mr. Hall had established about ten years before Mr. Plimsoll published his book ; and it was the knowledge that Mr. Hall got, or the fact that his attention was more fully drawn to the evil, in his capacity as a director of a Shipping Insurance Company, that led him to make his appeals to the Chambers of Commerce, Parliament, and the public, and on the faults alike of seamen and of owners.

The difficulty of dealing with the cases led Mr. Hall to think that "prevention was better"—and more absolutely necessary than—"cure," as Mr. Plimsoll had to admit when he said,—

"I should be running a risk of leaving it open to doubt whether organisation would not be an effectual remedy if I failed to point out that no organisation whatever would avail to secure proof in one case in one hundred of wrong-doing ;

for, as will be more fully seen farther on, proofs, and the witnesses too, in the greater part of the cases, would be in the bottom of the sea. Now, that the remedy, and the only remedy, available and *adopted by underwriters* is caution in the future, I think I can show you."

What the underwriter had adopted Mr. Plimsoll showed when he said, that Lloyd's "as an institution for insurance, the insurance people themselves, instituted another society or committee,"—Lloyd's Register Committee—the object of which was to collect information as to the state of ships, their age, state of repair, etc., "for the guidance of the underwriters this committee adopted the plan of classifying the ships, and eventually the present elaborate and most useful system was the result." The insurers had really, therefore, done what Mr. Plimsoll's mode of stating the matter rather inferred they would or could not do; and the insurers made the owner pay the heavier according to the deficiencies of his vessel, or according to its classification—a classification of merit, according to age and style of building.

These little admissions—so contrary to the general argument, are the most important features in Mr. Plimsoll's book. Here is another of them :—

"Permit a digression! Shipowners, as a class, are really careful of their men's lives, and neglect no means of safety known to them; and that they are so, considering that the law leaves them entirely free to neglect these means if they pleased, is a fact very much to their credit. But there are in every large class of men some who need the law's restraint, who, without it, have no hesitation in exposing others to risk, if by so doing they can augment their own profits; amongst these are the pushing and energetic, and sometimes needy men."

It was against these men that Mr. Hall spoke and wrote, and against these Mr. Plimsoll took up his parable. But then against these, the insurers had done what Mr. Plimsoll said they would not, or could not, or dare not do, for he further on wrote :—

“Such is the evil reputation which some bad men acquire, so generally are they known for their habitual overloading, for their terribly frequent and disastrous losses, for their cynical disregard of human life, that after paying increasingly high rates of premium for insurance in the ports where they are known, the time sometimes comes when they can only insure in London, where they are as yet unknown, and even there, after still further experience, their names become so black with infamy, that nobody will insure their risks at any premium ; and where it is necessary in the course of business to insure cargo not yet purchased, as corn or cotton abroad, or not yet ready for delivery . . . the brokers dare not offer their slips in the room, or would have no chance of success if they did, unless they wrote under the usual particulars these damning words : ‘Warranted not to be shipped in any vessels belonging to — — — —,’ the blanks being filled up with the names of certain shipowners ; and I, Samuel Plimsoll, who am writing this letter, say I have seen slips so endorsed, and that too with names (however well known by a few) that stand fair in the eye of the world, in which their infamous owners hold their heads very high.”

The sins found the men out. In insurance circles the casualties told their own tales ; and the insurance societies and individual insurers fought shy of such men. Something more was wanted—fresh legislation ; and for this Mr. Hall had been quietly moving, and had roused Mr. Plimsoll, amongst others. Some of the information supplied to Mr. Plimsoll is given in his book. Mr. Plimsoll’s remedies for the sad state of things mentioned

great ports not only sanctioned but asked for this most salutary change in the law. In these places the wonder is that nothing has been done before, but the explanation has already been given. Before insurance no law was necessary, and the changed condition of affairs has not yet sufficiently attracted the public attention. At the meeting at which the resolutions were adopted, they were proposed by Mr. James Hall (of the firm of Palmer & Hall, the large shipowners), of Newcastle-upon-Tyne; and he supported them in a speech so full of information, so pregnant with statements which would hardly be deemed authentic from any other than one himself a shipowner, and therefore fully conversant with the subject dealt with, and so honourable to his high feeling as a British merchant, that I give it in its entirety in the accompanying photograph of the only copy I have, merely underlining the parts more especially deserving notice."

These slight admissions and digressions, showing how much the shipowners had done to obtain, if possible, legislative action and official inspections, with loadlines and other requirements, were lost sight of in the agitation and speechifying that followed, and hence echoing the public feeling at the moment, we find *Punch*, as in its issue of March 15th, 1873, giving a full-paged cartoon of a sailor parting with his Polly, with the heading "The Coffin Ships," and the dialogue:—

"POLLY.—'Oh, dear Jack! I can't help crying, but I'm so happy to think you're not going in one of those *dreadful ships*.'

"JACK.—'What, Davy Jones's Decoy Ducks! No, no, lass—never more! Thanks to our friend Master Plimsoll, God bless him!'"

And Master *Punch* sang the song of the "Coffin Ships" under the title of

## "MORE POWER TO PLIMSOLL.

("Air.—'POOR JACK.'")

"Here's more power to Plimsoll, for Derby M.P.—  
 His pluck and his bottom I like,  
 That at rotten old ships, sent overloaded to sea,  
 Not too soon he's determined to strike.  
 With a cargo of rails, in an old hull stowed tight,  
 And a deck-load how pleasant to scud;  
 While loose bolts, leaky seams, Father Neptune invite;  
 And the pumps fight in vain with the flood.  
 Let horrified shipowners never so oft  
 His charges, indignant, fling back.  
 I call him the Cherub that sits up aloft  
 To keep watch for the life of Poor Jack!

\* \* \* \* \*

"Hearts of oak in old times were our ships, every inch,  
 And our men the same stuff as the ship;  
 But now from the cost of live oak builders flinch—  
 The point is to make a cheap trip.  
 And as cheap trips on shore in a smash often end,  
 Thanks to old engines, axles, or springs,  
 So your cheap trips at sea oft to Davy Jones send  
 All but what grist to the shipowners brings.  
 Well, as life's breath is not like a coat to be doft,  
 Which owners, when lost, can give back,  
 I say, more power to Plimsoll, who sits up aloft,  
 To keep watch for the life of Poor Jack!"

Considering that the *inception* of the whole movement was due to the managing partner of the firm of Messrs. Palmer, Hall, & Co.—representing the largest firm of shipowners and the largest firm of shipbuilders on the Tyne at that time—and that Mr. Plimsoll had come into the movement like "one born out of due season," *Punch's* reflections, like Plimsoll's rather one-sided advocacy, were somewhat out of place, especially in the face of the fact that "Poor Jack" required more looking after



by the cherub that sits up aloft, whether in the House of Commons or elsewhere, than even the shipowner, shipbuilder, or ship-insurer !

There were sinners in all three trades—as in what trades are there not “black sheep” ?—but they were not so numerous as to lay the whole body of shipowners and shipbuilders under such sweeping generalisations as were given in the Plimsoll agitation. Misdirected effort and one-sided advocacy led the shipowner to be condemned, though the lesser offender ; and the seamen to be pitied, though twice as culpable ; and a sweeping condemnation of the shipowners and shipbuilders, because here and there a needy shipowner or shoddy builder was risking life and property, was made. And this in the face of the origin of the movement and its continuance, in respect to which Mr. Plimsoll also said,—“When I have gone to any one likely to be able to give me the information I needed—shipowners and shipbuilders, underwriters and insurance brokers, dockmasters and captains of ships, Custom-House authorities and river police, not one single person has refused assistance and best wishes. But you must remember,” continues Mr. Plimsoll, “that these all have their own daily affairs to attend to—they cannot neglect these to give earnest attention and time necessary to work a reform.” But this was what Mr. Hall did ; and he laid the foundation for such reform. And it would have been as consistent to have included the whole of the Members of Parliament in the sweeping condemnation of opposition to such needed and demanded legislation, by and on behalf of the shipowners, as to condemn the latter in the manner in which they too often were in the agitation that took place after the publication of Mr. Plimsoll’s book ; for it was, he said, “owing to

the fact that two or three of what they call in the north 'the greatest sinners in the trade' having got into the House, it is there, and there only, that opposition to reform is to be expected or is found."

The peril of an action for libel lay before all who dealt with the matter. Mr. Plimsoll said in a note prefixed to a remark in Mr. Hall's speech on overloading, which he photographed,—

"There is a reluctance amongst most men to speak out upon this subject. There is little to be surprised at in this, as it is within my knowledge that a most worthy and large-hearted man who did venture to speak freely of some instances of wrongdoing was prosecuted for libel in the criminal court and actually sent to gaol for some months, and at whose suit do you think? Why, there may be two persons of the same name, of course, but the name of the prosecutor was the name of one of the men whose ships insurance brokers had to engage not to put goods into when they offered to insure produce or goods for shipment—the ships for which had not been chartered—thus: 'Warranted not to be loaded into ships belonging to ——'"

Mr. Plimsoll, as we are told, was threatened with an action for libel; but so was Mr. Hall, on the statements made by Mr. Plimsoll in his book. Notwithstanding the "terrors of the law," as thus described by Mr. Plimsoll, he used the statements made in confidence to him by Mr. Hall, as well as statements made in like confidence by Mr. O'Dowd, the solicitor to the Board of Trade. Mr. Plimsoll had sent Mr. Hall a copy of the work, and wrote him as follows:—

"HOUSE OF COMMONS, *Feb. 13th*, 1873.

"DEAR Sir,—Are you coming to London soon? I much want to see you. Did you receive a copy of 'Our Seamen'?"

I ordered one to be sent to you, and rather hoped to have heard from you.

"A line in reply will oblige

"Yours very truly,

"SAMUEL PLIMSOLL

"JAMES HALL, ESQ.

"P.S.—See *Times*, Feb. 12th, outer sheet, and thirteen leader and letter."

Mr. Hall was rather surprised at the use made of information he had given Mr. Plimsoll; and wrote him asking why he had abused his confidence. Plimsoll replied that Mr. Hall must excuse him, for he had done it in his zeal for the work.

When the actions for libel were taken against Plimsoll, he went with his solicitor, Mr. Lewis, Newcastle to see Mr. Hall; but Mr. Hall, after breach of confidence he had experienced, declined to have any further communication with him. Then Mr. Lewis made an affidavit of what Mr. Hall had said and in regard to this Mr. Hall told Mr. Lewis that Mr. Plimsoll appeared to be anxious to be sent to prison and to pose as a martyr. Mr. Lewis practically assented to this. Mr. Hall told Mr. Lewis that Mr. Plimsoll would only make an apology, and the proceedings would be dropped. Mr. Lewis said Mr. Plimsoll would do this.

It is questionable whether the agitation did much good, or materially hastened the day of reform. Even the effects of the "happy hysteria" of Mr. Plimsoll, as Mr. Disraeli designated the extraordinary scene in the House of Commons, when Mr. Plimsoll defied the House and some one threw a previously prepared document from one of the galleries, proved almost as evanescent as it was startling and sensational for the moment.

Mr. Plimsoll, it is true, spent both money and time on the agitation. To Mr. George Howell, who proposed to form a large committee in London to assist in getting the Bill for providing against overloading through Parliament, Mr. Plimsoll sent a cheque for £50 and said he should be glad to increase the subscription to £500 if necessary, as he found the Board of Trade and some shipowners were against it. He told Mr. Howell on March 12th, 1873, that he had contracted with Messrs. Virtue & Co. at a cheap rate for 100,000 abridged copies of his "Appeal" in paper covers, for gratuitous circulation, 25,000 of which he sent to Mr. Howell, so that he might make free grants of two or three or five thousand to local committees. "If we work heart and soul in this matter," he wrote, "we shall get the protection of the law for our seamen this session yet, in spite of all opposition."

It is also true a Royal Commission was appointed, and took evidence on unseaworthy ships in 1873 and 1874, and reported thereon; and in 1875 Sir Charles Adderley introduced his Merchant Shipping Act Amendment Bill; but the Bill was withdrawn at the end of the session.

A large meeting of shipowners was held in the London Tavern on February 27th, 1876, under the presidency of Lord Eslington; from which a deputation went a few days afterwards to the Prime Minister, on which occasion Mr. Disraeli expressed regret that "nothing had been said by any of the speakers respecting training ships, a subject on which he had hoped to have received some expression of opinion, especially from representatives from the great Northern ports," a matter in which Mr. Hall had taken a great interest, and which was the subject of the fifth resolution above given.

In 1876 Sir Charles Adderley again introduced his Bill, and also in 1878 Sir Charles brought forward the Merchant Shipping Bill ; but in neither session was it passed. The magnitude of the Bill was against it then as in 1870, as the Bill contained about eight hundred clauses. In 1878 a Chamber of Shipping was formed, and in that year Lord Sandon brought in the Shipping Bill, which shared the fate of its predecessors. The next year the Bill was passed, but it did not deal with all that the shipowners and the ship-insurers required on the lines laid down by Mr. Hall and specially sought by him.

It was not until 1890 that the bells of All Saints' Church, Newcastle, were rung to celebrate the passing of the Loadline Bill ; a method of celebrating the event, in the birthplace of the movement, adopted by the Newcastle branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland. A vote of thanks was also passed to Mr. Plimsoll ; but as a writer in *The Stock Exchange* of December 13th, 1890,—after stating that “ the real author of the reform with which Mr. Plimsoll's name has been associated ” was Mr. James Hall of Tynemouth, and referring to Mr. Plimsoll taking it up and bringing it before Parliament,—said, “ it is to be regretted that the man who did this was not a stronger member of the House. A great amount of time has been lost in shipping legislation because Mr. Plimsoll was the seamen's friend.” Considering how long it was from the Plimsoll episode until the passing of the Loadline Bill, there appears to be considerable truth in the remark. Sensational methods are not always the best or surest modes of reaching the desired end. Measures that are pushed prominently into *the arena* very often have a troubled career, while others

of which little is said become the law of the land speedily. Such was the fate of the Plimsoll agitation, a movement which before it was so sensationally dealt with in the "pamphlet," in Parliament, and on the platform, was quietly making its way, and had the support of those most likely to be opposed to it—the shipowners. Indeed, on reviewing the matter it looks as if the very efforts to hasten the passing of the measure had led to its obstruction. For during the whole time Lloyd's Register, which surveyed about ninety per cent. of the shipping, was moving in the direction indicated by Mr. Hall, towards adopting the application of load-lines. In their rules issued in 1870, the loadline regulations were made. Awning-decked vessels were required, to prevent overloading, to have scuppers through the sides and the ports to discharge water at the main deck, so that in no case could they be laden to the level of that deck. This was a piece of practical and voluntary legislation as the result of Mr. Hall's efforts. When it was found that in some instances the ports and scuppers at the main deck were permanently closed by the owners, to enable the vessels to be loaded deeper, the committee determined on February 7th, 1873, "to suspend the character of all awning-decked vessels having the main-deck scuppers closed. In August of the same year the scuppers of such vessels were allowed to be closed, provided a load draught agreed to by the committee were inserted in the register book and certificate;" and in the rules issued in 1874 the load-line was made compulsory for all new awning-decked vessels, and a diamond-shaped mark had to be painted on each side of the vessel at the draught approved by the committee. Thus was the loadline adopted voluntarily by an agency dealing with ninety per cent. of the

shipping in regard to awning-decked vessels, in which overloading was possible without attracting much public attention.

But as the "Annals of Lloyd's Register" says, "So important a step as the enforcement of a fixed loadline, retrospective in its action, was not allowed to pass unchallenged. A well-known firm of shipowners, owning several vessels of the awning-deck type, declined to comply with the committee's requirements; and on the characters of their vessels being expunged from the register book, they commenced a test action against the society in respect of one of them, damages being laid at £1000. The case was decided in the society's favour upon all material points. In summing up the judge observed that 'the pursuers' case depends on the validity of their proposition; that the facts averred by them imply a contract between them and the defenders with respect to the — whereby the classification of that vessel in the register shall be preserved so long as the rules and regulations of the association in force at the date of the ordinal registration in 1872 are complied with. I cannot sustain that proposition'; and he added that 'It would be a grave misfortune, and greatly impair public confidence in the association, if a court of law were to hold that they were under implied contract with respect to all ships already classified which compelled them to continue the classification after they had become satisfied that it was undeserved and therefore misleading.' The judgment was appealed against, but was upheld on appeal. The right of the committee to make such alterations in the society's rules as experience may show to be necessary and to apply the same retrospectively, was thereby fully established. The importance of this decision as affecting *the freedom* of action of the society cannot be over-

estimated. It is, perhaps, not too much to say that had the verdict been for the pursuers, the society's influence for good upon the mercantile marine would have been greatly curtailed."

This is one of the indirect beneficial results arising out of the movement which Mr. Hall started.

In November 1875 the Board of Trade obtained powers from Parliament to detain overladen vessels as unseaworthy, and that Board applied to Lloyd's committee for assistance in laying down elementary principles concerning freeboard and draughts of water. A joint committee, consisting of nominees of Lloyd's, the Liverpool Underwriters' Registry, and the Board of Trade, was appointed, but the opinions upon the subject of a loadline for all vessels were not so matured as to give hope of an agreement being arrived at, and the committee was dissolved. Lloyd's Register Committee were desirous of grappling with this intricate matter, and they ultimately arrived at the conclusion that "a certain percentage of surplus buoyancy for each particular ship would form the proper basis for a loadline." Their surveyors were instructed to report on the practice of loading at the various ports, and shipowners furnished particulars of the draughts to which they loaded their vessels, with the view to the construction of tables of freeboard; and in August 1880 the Board of Trade inquired of the committee whether the measures adopted for fixing a conditional loadline for awning-decked ships could with propriety be extended to other classes of vessels. Mr. Martell, the chief surveyer of Lloyd's, was then instructed to frame tables of freeboard suitable for every type of vessels. He had laid some evidence on the subject, to which he had given attention in 1873, before the Royal Commission on unseaworthy vessels;



but so laborious was the undertaking that it was not until January 1882 that the information obtained had been exhaustively analysed and preliminary tables framed and submitted to the committee. For flush-decked steam and sailing vessels it was proposed to allow "a fixed percentage of the total bulk of the vessel above the load draught as reserve buoyancy"; and "for spar-decked vessels the basis was one of strength of construction, and the freeboard arrived at was that which calculations showed would admit of vessels of this type being strained at sea no more than vessels of the same dimensions of the three-decked type."

The basis of the tables were submitted to the judgment of shipowners, shipbuilders, and other competent persons throughout the country, and after being modified from suggestions given, were finally approved and issued to the public in August 1882, the committee at the same time undertaking the duty of assigning suitable freeboards to all types of vessels, classed or unclassed, for record in the register book if desired by the owners. In two years Lloyd's had assigned loadlines to nearly one thousand vessels, besides the two hundred awning-decked vessels which had a fixed loadline as a condition of classification.

On the subject of the loadline Mr. Hall received the following letter from his friend, Mr. Waymouth, the then able and much respected Secretary of Lloyd's Register, who had been previously Head Surveyor, and who has since gone to his reward:—

"HASTINGS, Feb. 26th, 1890.

"MY DEAR HALL,—Your note of the 22nd has been forwarded to me here.

"*Loadline*—Lloyd's Register does assign loadlines by the

Rules and Tables approved by the Loadline Committee. It would be no easy matter for any other body to administer the loadline to all British ships, for this reason: the strength of a vessel is an element in arriving at the loadline, and the 100 A. ship is the standard. Vessels of less strength are not allowed to load so deeply as the ships of the standard strength. Hence, as Lloyd's Register survey and class a very large percentage of the vessels built in this country, it has the necessary particulars for determining the loadlines of these vessels.

"I see no reason why Lloyd's Register should not be authorised by the Board of Trade to administer the Rules and Tables *in all cases*, as they do now in part, on the same principle as the society administers under the authority of the Board of Trade the Chain Cables and Anchors Testing Act of Parliament.

"I know full well it was *you* to whom all honour is due for the steps you took to try to stop overloading, and to prevent unseaworthy ships from proceeding to sea. Plimsoll traded on your brains.

"Again, years ago you advocated the establishment of Tribunals of Commerce which, as explained by you in print, I thought excellent. I observed a few days since there had been a meeting with the object of getting these established.

"It has been clear in these, as in many other things, that you have been far in advance of your fellow-men; and I congratulate you on seeing your views ultimately adopted, although you do not get the credit you so richly deserve.

"With our kindest regards to Mrs. Hall and your good self,

"Believe me most faithfully yours,

"B. WAYMOUTH."

Lloyd's Register was established in 1834, when the subscribers were seven hundred and twenty-one, but at the end of fifty years there were nearly three thousand

five hundred. Then the largest vessel was 1438 tons—*George the Fourth*; in 1884, the largest, *The City of Rome*, was 8144 tons. In 1834 few vessels were above 1000 tons, the largest number being 500 tons down to 50 tons; but in 1884 there were one hundred and ninety-five vessels above 3000 tons classed in Lloyd's Register, and of these fourteen were about 5000 tons, and sixty-two above 4000 tons. This increase in the size of the vessels has gone on since that time.

A great and beneficent and useful work has been done by the society; and, as we have seen, it was open to suggestions, and animated by an earnest spirit to do what was best for all concerned in the trade; and much of that was due to the liberal-minded and good-hearted and able men, who had the conducting of its affairs. A heavy responsibility has rested upon them; but they have discharged it with fidelity and courage. And their influence has been felt on the shipping world; and while there have been a few "black sheep" among ship-owners, the most have been honourable men; as careful in conducting their ships as Lloyd's were in surveying them, in the interests of all concerned—owners, sailors, and insurers. The noble tribute paid to Mr. Hall's labours by the then genial and good-hearted and able secretary is an illustration of the generous spirit that pervaded the body; and as much and more could be said of their worth.

The story of the loadline agitation is, as we have seen, one of more than ordinary interest—and almost as romantic and sensational as the movement was beneficent and self-sacrificing in its intention and in its inception; but it shows how difficult it is to carry out the most necessary and beneficent legislation, even when *the great majority* of those chiefly affected by the con-

---

templated changes are in favour of it, and largely because of the sluggishness of the official mind, and the waste of time and antagonism to useful legislation, arising from our party system of government and mis-directed effort.

## CHAPTER V.

### *SEAMEN'S LIFE INSURANCE.*

"In the bow of the boat is the gift of another world. Without it what person would be so strong as that white and wailing sea? But the nails that fasten together the planks of the boat's bow are the rivets of the fellowship of the world. Their iron does more than draw lightning from heaven : it leads love round the earth."—RUSKIN.

"We are but farmers of ourselves; yet may,  
If we can stock ourselves and thrive, uplay  
Much, much good treasure for the great rent day."

DR. DONNE.

**I**N February 1881 Mr. Hall addressed a letter to the President of the Board of Trade (the Right Hon. J. Chamberlain, M.P.), urging the desirability of making it compulsory on the part of seamen to insure their lives against death by drowning. Assuming the number of men and masters in sailing and steam vessels of the United Kingdom to be 210,000, and the loss of life at sea during the twelve months to be 2200, the proportion per annum would be slightly over one per cent., and he ventured to suggest—

"That Her Majesty's Government, as in the case of insurance effected through the Post Office, might become the insurers, and that a payment of 1s. 6d. per month per man would probably be found sufficient to cover the risk undertaken

by Government. The conditions under which such payment is made might be as follows :—

“ 1st.—That every man, being a British subject, on signing articles before a shipping master be held to be insured, say, for a sum of £100 against death by drowning.

“ 2nd.—That on his return from sea, the shipping master at the port of discharge should retain from his wages the sum of 11*d.* per month, or fractional part of a month, and that a like payment be made at the same time and place by the ship-owner.

“ 3rd.—That for vessels engaged in the Home Trade, where the articles are not generally signed at the shipping office, the shipping master be authorised to issue a certificate of insurance for the voyage or for time on payment of the premium in advance.

“ 4th.—That in the event of death by drowning, the Superintendent of the Mercantile Marine before whom he signed articles, or who has issued a certificate of insurance, be empowered to pay to the next-of-kin, as is now practised in the case of wages of seamen dying abroad, such sum of £100.

“ The fractional part of a month being paid as for an entire month would, I think, be found to compensate for the time not passed at sea, and secure to the Government an annual payment per man of £1 2*s.* ; a sum, I believe, as previously stated, sufficient to guarantee the Government from loss.”

To meet the objection of shipowners, of whom he himself was one, Mr. Hall wrote :—

“ The payment of the other half of the premium by the shipowner ought not to be objected to, as shipping is not liable to poor rates. It would not on an average of ships exceed 4*d.* per register ton per annum, nor do I anticipate that any objection would be made to such payment by our large steam shipping companies, some of which are subsidised by Government ; and all have the important advantage of being engaged

in a regular service between the same ports; the regularity of such service necessarily tending to lessen the risk of loss of life; while with vessels obliged to be employed in miscellaneous trades, and which do not possess the same advantages, the risk is considerably greater."

Mr. Hall hoped the above suggestions would meet with the favourable consideration of the president of the Board of Trade, and that the Government would at least "make provision for its being made *permissive* in any Act which they might introduce in connection with the mercantile marine; and in such case when acted upon by the seaman to be compulsory on the part of the shipowner."

The *Western Mail* of Cardiff said:—

"Industrial insurance appears to be the order of the day in Germany that man of blood and iron, Prince Bismarck, is advocating a scheme for the compulsory insurance of the Proletariat of the Empire. In doing so he is supposed to be attempting to outflank the Social Communists, whose influence with the working classes he so greatly dreads. As a form of poor law relief, this method of providing for destitution is quite as logical and a good deal more equitable than the system which prevails in this country. . . . The latest proposal is one for seamen's life insurance, proposed by Mr. James Hall of the firm of Palmer, Hall, & Co. . . . We doubt, however whether the time is ripe for such heroic legislation. But none the less is the community under an obligation to Mr. James Hall for advocating so beneficent a project."

In March Prince Bismarck's scheme was made public and one paragraph was to the following effect:—

"In those cases in which the salary is above 750 mark (£37) the premium will be provided *half by the master and*

*half by the person insured, the master being authorised to hold back out of the pay this latter sum."*

Commenting on this a local journal said :—

"Working from very different standpoints, and engaged indeed upon slightly different objects, Prince Bismarck and Mr. James Hall have arrived at precisely the same conclusions as to the machinery by which their several propositions must be worked. Prince Bismarck may have a political object, while Mr. Hall's is a philanthropic one; but the practical means propounded are identical."

Meetings were held and addressed by Mr. Hall on the subject at South Shields on February 25th, 1881, and North Shields on March 14th; and in the latter address Mr. Hall, with the thoroughness that marks all he undertakes, went fully into the question. He said,—

"As life is uncertain, he felt it to be the duty of all persons to provide as far as possible against the casualties to which they were exposed, and especially so in the case of our seamen, whose death-rate, he believed, with one or two exceptions, exceeded that of any other class of the community. He proposed that evening to take a glance at the means sailors had to provide against death and old age, and in the course of his remarks he would answer questions that had been raised in the public press in connection with this subject. If they took the number of seamen in the service of the United Kingdom, they would find, according to a return made up to 1879, that there were—

British	...	169,145
Foreign	...	24,403 or 14·43 per cent.
		—
		193,548

and if they estimated the number of masters at 16,452, they arrived at a total of 210,000 men. If they took the latest



return made by the Government with regard to the mortality of their seamen, they found that in the years 1877, 1878, and 1879, they had lost on an average—

Drowned ... ..	2208, or 1·05 per cent.
Drowned and killed ...	2504, or 1·19 „
Deaths from all causes ...	3914, or 1·86 „

“ This return contains some of the cases of deaths in British Colonial ships; it contains also many if not most of the cases of men who die abroad after their discharge sick from British ships, but not the case of men who die under similar circumstances in the United Kingdom. As it is only with those who are drowned and killed we propose to deal, any slight difference will not materially affect our calculations. They saw there were about 4000 deaths annually from all causes. Now, the question they might ask themselves was, what provision did these men make for their wives and families? That was a question he could not answer, but he was afraid that in the majority of cases they made no provision whatever, and that the future of their widows and children was probably one of pain and sorrow. They had in this immediate locality two funds, but these funds were only applicable to the Tyne and the port of Blyth. The first was the Tyneside Widows' and Orphans' Fund. This fund made a single payment of £10, and £2 10s. to each child. To avail herself of the privilege of making this demand, the widow must live on the banks of the Tyne, or at Blyth. Then they had another fund—the Trinity House—whose jurisdiction extended, he believed, from Whitby in the south to Holy Island in the north. They also made a slight provision—though a very small one—they made to the widow of a captain a single payment of £1, and to a seaman's widow 10s. When they compared the ordinary premium of insurance between landmen and sailors they found that sailors in some cases paid nearly double the premium, and in some cases more than double that paid by landmen. For instance, the Government would insure the life of a civilian of thirty years of age for £100 by a

monthly payment of 4s. 4d., or by an annual payment of £2 6s. 7d. The Government did not, he believed, insure seamen's lives, and a sailor, therefore, of the same age, who desired to insure his life, would have to do so through a public company, and for which he would have to pay an annual premium of £4 10s. 2d., and which excluded him from trading to the West Coast of Africa, as against £2 6s. 7d. paid by the civilian. If they took the case of insurance against accidents of all kinds—deaths from accidents, not from natural causes, they found that the premium payable by a civilian would be 10s. for £100 in case of death, and 15s. weekly allowance for total disablement, as against a premium of £2 10s. payable by the seaman. They had an admirable institution, one of which it is impossible to speak too highly, that of the Shipwrecked Mariners' Society. A sailor for the small payment of 3s. per year, equal to 3d. per month, or three farthings a week, could secure to his widow in case of death for the first year's subscription a payment of £3, and 15s. for every child, and for every year he subscribed the widow received an additional 5s. and 1s. 3d. for every child, so that if a sailor subscribed five years, his widow would receive £4 and £1 for every child, and in addition the widow would receive an annual grant of about one-third of the amount paid at her husband's death. They would have thought that every sailor belonging to the mercantile marine of this country, having such advantages offered to him, would join such a society; yet such was their infatuation and indifference to their own welfare that, melancholy to relate, he believed only about one-fourth of our seamen were members of it. Indeed, the society could not afford to give such enormous advantages were it not for the liberal support given to it by the outside public, and the sailors who did subscribe were certainly wise in their generation. Seeing, therefore, how regardless our sailors were to their own welfare, and knowing from experience how sad was the fate which overtook many of their families when death deprived them of their support, he had submitted the

following scheme to the President of the Board of Trade for a compulsory system of insurance :—

“That Her Majesty’s Government, as in the case of insurances effected through the Post Office, become the insurers, and that a payment of one shiling and tenpence per month per man would probably be found sufficient to cover the risk undertaken by Government. The conditions under which such payment is made might be as follows :—

“1st.—That every man, being a British subject, on signing articles before a Shipping Master be held to be insured, say for a sum of £100 against death by drowning.

“2nd.—That on his return from sea the Shipping Master at the port of discharge should retain from his wages the sum of elevenpence per month, or a fractional part of a month, and that a like payment be made at the same time and place by the shipowner.

“3rd.—That for vessels engaged in the Home Trade, where the articles are not generally signed at the Shipping Office, the Shipping Master be authorised to issue a Certificate of Insurance for the voyage, or for time, on payment of the premium in advance.

“4th.—That in the event of death by drowning, the Superintendent of the Mercantile Marine before whom he signed articles, or who has issued a Certificate of Insurance, be empowered to pay to the next-of-kin, as is now practised in the case of wages of seamen dying abroad, such sum of £100.’

“At a meeting of shipmasters and seamen, held at South Shields three weeks ago, a resolution was *unanimously* passed approving of the said scheme, but it was suggested that it should include death from accidents as well as from drowning. He had fixed the sum at £100, and he had done so for this reason, that he did not think the shipowner should be called upon to pay his moiety of the premium upon a larger sum than £100. It did not, however, necessarily follow that the Government would fix it at this amount; they might make it optional on the part of the sailor to make it from £50 to £100. Nor did he think it reasonable that foreigners, in case they wished to do so, should be excluded from the privilege of insuring their lives; and as a matter of course boys-

would be exempted from insuring. They asked the Government to take upon themselves no pecuniary responsibility, they simply asked the Government for the use of their machinery, such as their Mercantile Marine Offices and their Consular Authorities abroad, which were all, more or less, supported by British shipping. It would simply impose a little more labour upon their officials, but little or no increased expense in management. The scheme, if it has any merit, has certainly that of simplicity; and further, every sixpence paid by the seaman would be returned to him. He had been asked a question by one who took a deep interest in everything connected with sailors, and who was the patron of the Tyne Sailors' Home, Mr. Hugh Taylor, who also took a deep interest in our mining population, Why not establish a fund similar to the Miners' Permanent Relief Fund? He (Mr. Hall) would very much like to see such a fund established, but he was afraid this could not be brought about. The Miners' Fund was as admirable an institution as one could wish to see, but he was sorry to say it was impossible in the case of sailors to establish a similar organisation. He had had an interview with their very intelligent secretary, Mr. Alexander Blyth, and had it not been for a prior engagement he would have been present with them that evening. He would tell them why such a fund could not be established. In the first place, the miners were a fixed body; the members connected with this fund in the counties of Northumberland and Durham numbered 70,000, and to conduct the affairs of the society they had no less than 288 branches. Through the different sub-committees they could deal with every case as it arose. Each member paid 1s. every four weeks, or 13s. a year. The masters contributed twenty per cent. of the amount of the men's subscriptions, that was to say, the great bulk of them. About seventy collieries contributed this amount, but he was sorry to say there were some collieries that contributed nothing. They would thus see the importance of making the premium compulsory on the part of

the shipowners, as some would in like manner pay and some would probably not.

"The masters, besides paying twenty per cent., did a little more in the case of an accident: they allowed what was called 'smart money'—5s. a week to every man while he was off work. They further allowed a widow to remain in the house rent free so long as she remained unmarried. What our coalowners of the north did for their miners the shipowners might reasonably be expected to do for the seamen; more particularly when they considered that shipping property was not liable to poor rates. The widow of any member of this society received on the death of her husband a contribution of £5, and an allowance of 5s. per week so long as she remained unmarried; and members permanently disabled 8s. per week, and temporarily disabled 5s. per week, and a superannuation allowance is made to men over sixty years of age who are unable to work. The management of this association entailed an expenditure of about ten per cent. on its income. With regard to the death-rate of miners from accidents in the two counties of Northumberland and Durham, it was about one and a half per 1000, or not exceeding two per 1000; and for England and Wales the death-rate would be about three per 1000, while the death-rate of our seamen from drowning was ten per 1000; from drowning and accidents twelve per 1000; and from all causes nineteen per 1000. It would thus be seen, with a floating population like our seamen, how impossible it would be to recover the premium either from the seamen or the shipowner. Therein lay the difficulty, and it was a difficulty that could not be overcome. So great indeed was the difficulty in connection with the Miners' Fund, that Mr. Blyth, the secretary, said, at the annual meeting held last year: 'The expenditure of this society was nearly £40,000 a year, and the recipients were lodged over a very wide area of the two counties, and unless the society was properly looked after *it would soon fall.*' With such an expression of opinion from

their able secretary, he dismissed the possibility of seamen forming such an organisation as this fund. He did so the more willingly, because seamen already had the means of acquiring for themselves similar advantages which the Miners' Permanent Relief Fund gave. He referred to a fund that was entirely devoted to seamen's interest; it was a fund under the highest patronage, and had a large body of honorary as well as paid officials—it was the Mariners' National Mutual Pension and Widows' Fund. By an annual payment of 15*s.* a seaman of the age of twenty-four could secure, as a pension, £9 per annum, to commence at sixty years of age, or when permanently disabled, providing five years' payments were made. If he made the payment at the rate of 30*s.* per annum, he would secure £18, and so on for every 15*s.* paid he received the sum of £9 at sixty years of age. Or by a single payment of £9 12*s.* 3*d.* he would receive a like pension; and by twice the payment, twice the amount of such pension. The same society enabled a sailor at thirty-four years of age, by an annual payment of 6*s.* 9*d.*, to secure in the case of his death a pension to his wife, aged twenty-nine, of £1, to cease if she remarried. He thought all ship masters, all ship superintendents, every man, in fact, who came in contact with their seafaring population ought to strive and do their utmost to induce their sailors to avail themselves of the benefits of these two admirable societies—one being the Shipwrecked Mariners' Society, and the other the Mariners' National Mutual Pension and Widows' Fund—so that they might provide for their families against their own death, and themselves against old age. He might just mention that in the case of their soldiers, every soldier serving in our army on, and subsequently to, April 1st, 1876, has to submit to a reduction of 2*d.* per day from his daily pay; such deduction was retained until he had completed the period of his service. The deduction was entered in a pocket ledger, and the money bore interest. When the soldier's service expired, the gross amount due to him was paid. It would, in his opinion, be an inestimable boon were the

same principle applied not only to our sailors, but to every class of the community. What an amount of misery and degradation it would save ! But he presumed they would have to wait a long time before such a healthy principle was generally adopted.

"In the course of discussion which had taken place on this question, they had heard something about the claim by seamen for compensation for the 6*d.* paid to the Greenwich Hospital Fund.

"Now, with regard to this Fund, it would not be out of place to state that an Act was passed, 7 and 8, William III., c. 21, A.D. 1696, which provides that 6*d.* per man per month should be paid out of the wages of all mariners to the Hospital, and that every seaman be registered. This was for the relief of mariners or seaman who, by age, wounds, or other accidents, should be disabled for future service at sea, and should not be in a position to maintain themselves comfortably, and the children of such disabled seamen ; and the widows and children of such of them as shall happen to be slain, killed, or wounded, in sea service, so far forth as the Hospital shall be capable to receive them, and the revenue thereof.

"In 1701 he found, from Parliamentary papers, that the provision at that time was not sufficient for the Royal Navy alone, so that Merchant Seamen were practically excluded.

"In the reign of George II., Act 20, chap. 28, says :—' The said Hospital is not capable to receive, nor the income thereof sufficient to provide for the seamen in the service of the Royal Navy, so that the seamen in the Merchant Service have seldom or never been admitted to the said Hospital, *though entitled thereto, and proper objects of the Charity.*'

"The 4 and 5, William IV., chap. 34, 1834, enacted that the seamen's sixpences paid to Greenwich Hospital be abolished, and an annual grant of £20,000 out of the Consolidated Fund be allowed in lieu thereof.

"*The merchant seamen, though receiving no benefit from*

the Hospital, paid, he believed, their sixpences for five years after the seamen of the Royal Navy ceased to do so.

"The Duke of Somerset, when First Lord of the Admiralty, concludes his memorandum, April 25th, 1864, by saying :— 'A joint committee of some persons on the part of the Treasury and of the Admiralty should be appointed to report upon the available income, and upon the best mode of administering any surplus funds, with a due regard to the claims of those persons who have contributed to the revenues of the Hospital, or who may be injuriously affected by the proposed alteration in its management.'

"In 1865 an Act was passed 'to provide for the better government of Greenwich Hospital, and the most beneficial application of the revenues thereof.'

"By a return presented to the House of Commons, dated March 14th, 1867, 'of the amount paid by Merchant Seamen to Greenwich Hospital up to the year 1834,' it appears that the amount was in

1822	...	...	...	...	£23,122
1823	...	...	...	...	23,627
1824	...	...	...	...	22,740
1825	...	...	...	...	23,040
1826	...	...	...	...	24,139
1827	...	...	...	...	23,055
1828	...	...	...	...	23,683
1829	...	...	...	...	26,137
1830	...	...	...	...	26,493
1831	...	...	...	...	24,809
Average					£24,084

"The papers printed for the House, No. 460 of 1827, and No. 156 of 1832, contain the above particulars. The Act 4 and 5, William IV., c. 34, repealing the laws relating to the contribution out of merchant seamen's wages towards the support of the Royal Naval Hospital, at Greenwich, set



forth that these sums upon an average amounted annually to the sum of £22,000, or thereabouts.

“The aggregate of the amount taken from the wages of merchant seamen, and applied to increase the revenue of the Royal Hospital, is, as shown by a return laid upon the table of the House of Commons, on March 19th, 1867, £3,000,000, or thereabouts.

“He believed that in 1868 there went forth from this town a petition to Parliament, calling the attention of the Government to the claims our seamen had to this fund. The Government, yielding to pressure, undertook to grant pensions under an Order in Council of October 7th, 1869, to those who, being disabled or incapacitated from age, had contributed to the fund of Greenwich Hospital, for at least five years ending December 31st, 1834. Only pensions were granted to captains and sailors—not to the widows and children. The claims, he believed, were so numerous at first that only the oldest were dealt with.

“No pension was given under the Greenwich Fund to any master or seaman who was in receipt of a pension from the Merchant Seamen’s Fund.

“If we assume £22,000 to have been on an average annually paid by merchant seamen to this fund, over the hundred and thirty-eight years during which it existed, it would follow, assuming that each man paid for eight months in the year, that the average annual number of seamen contributing must have been 110,000; and if we further assume the above annual payment made by our merchant seamen—for which it would appear they derived no advantage—to have been placed at compound interest, at three per cent., from 1696 down to 1834, the amount of capital and interest would amount in 1834 to £44,000,000; and this amount, with compound interest at three per cent., would to-day have reached £170,000,000.

“With regard to this fund he was quite sure no Government would interfere with it, or open out the question; and it would simply be a waste of time to endeavour to induce this

or any other Ministry to inquire into it. If the Government were ever brought to admit any liability to seamen in connection with the Greenwich Sixpence, the present generation of shipowners would have equal right and justice on their side to claim a pension from the Government for the excess of moneys received by the Government for light dues levied on shipping in the past, and which would far exceed the amount claimed by seamen in connection with the Greenwich fund.

“He would now touch upon the Merchant Seamen's Fund, or what was generally known as Muster Roll Money, and about which he had a different story to tell. This fund was originally established for the seamen of England proper by merchants of the City of London, and incorporated by Act of Parliament, 8, George II., cap. 29, by which presidents and governors are appointed and authority given to purchase lands for building a hospital for seamen incapacitated for service, and to grant relief by way of pension, or otherwise, and also to widows and children of men killed or drowned in the merchant service. Section 17 enacts that all seamen and masters should pay sixpence per month, the same amount being also deducted for the support of Greenwich Hospital.

“The London merchants and shipowners treated it as a charity and gave large sums to it, hence it served to relieve the sense of injustice felt by the merchant seamen in being virtually shut out from the benefit of Greenwich to which they were entitled, and for which they continued to pay, notwithstanding the Merchant Seamen's Fund having been established for their special succour in times of distress. The Hospital was never built, probably for want of funds, which might have been done had the sixpence per month been paid to it instead of to Greenwich. The Merchant Seamen's Fund became entirely dependent on the deductions from wages, to which it was found unequal, notwithstanding they were still forced to pay their sixpences per month to Green-

wich. At length in the Act 4 and 5, William IV., 1834, cap. 34, the payment of the seamen's sixpences to Greenwich was abolished, and by chapter 52 of the same Act power was given to the president and governors of the Merchant Seamen's Fund to provide from such their Hospital for worn-out seamen of not less than five years' service, and that masters should pay 2s. per month, and seamen 1s. per month. By this Act the fund was extended to Scotland and Ireland. The Act of 1834 instead of improving matters made them worse. Pensions went on diminishing in amount, and notwithstanding this the whole annual sum paid in pensions continued to increase much faster than the income of the fund.

"No provision was made nor any return of the income and expenditure at the different ports asked for under the Act 20, George II., cap. 28, and it was not until after the Act 4 and 5, William IV., cap. 52, came into operation in 1835, that returns were made to the House of Commons.

"In 1840 a select committee was appointed to consider the state of the funds, and how they could be more effectually maintained and administered for the benefit of the seamen, and the anomalies attached to the method of dispensing this fund became evident.

"In the year 1844 a second select committee examined into the state and prospects, and into the advantages of the Merchant Seamen's Fund.

"By the Report of a Parliamentary Commission, presided over by Lord Ellenborough, in 1848, it appears that, 'independent of the London Corporation, there existed in every port outside its circle a separate Government under the name of Trustees, in the hands of whom, in many instances, the fund was very badly managed, if not appropriated to other purposes; besides, the relief given at the different ports became most unequal, although the men paid the same dues.'

"In a pamphlet published thirty years ago, by order of the *Board of Trade*, relative to the causes which led to the in-

solvency of the fund, the writer says: 'The whole income and property of the fund is and has been much too small to make all the payments which have been thrown upon it. This is the root of the evil, the most important of the causes which have rendered it necessary to wind up the institution. The Government had no control over the matter until the Winding-up Act was passed. The London Corporation and the Trustees of outports could not by any management have prevented the insolvency of the fund so long as they were guided by the principles which the several Acts of Parliament laid down, and which was always assumed to be those on which they were to proceed. The whole system was vicious.'

" 'An Act to wind up the fund was passed in 1851. The Government undertook to receive the property of the fund, and to pay its debts. It was estimated that the money to pay the then existing pensions alone would probably amount to more than £550,000, whilst the property of the fund was less than £180,000. It in addition would sustain a loss by future pensions, of which the amount could not be estimated, but would probably be large. In all, the amount needed would amount to several hundred thousand pounds.'

"The Winding-up Act enacted that all masters and seamen who had contributed to the fund before August 8th, 1851, may continue to contribute, but those who did not contribute before that day could not then be allowed to do so. No pension to be granted to any master or seaman, or to his widow or children, unless he had contributed for a period of at least sixty months, such contribution to have been made either before August 8th, 1851, or partly before or partly after that date.

"The voluntary contributions commenced January 1st, 1852, and old hands were allowed until December 31st, 1854, to continue their payments. The fund is now in gradual course of liquidation, and must soon entirely cease.

"It may be supposed that under the Merchant Seamen's Fund masters and men would pay for eight months in the

year, or for captains, 16s., and for seamen, 8s.; and they were allowed an annual allowance when worn out, say, captains, £6 16s.; men, £3 8s. Widows were allowed: of captains, £4 8s.; sailors, £2 4s. Children under fourteen: of captains, £2 4s.; sailors, £1 2s.

"Now it was quite clear that if our seamen claimed for the sixpence paid to the Greenwich Fund by their forefathers, from 1696 down to 1834, it must be admitted that the seamen of the past and present generations have received a much larger sum than they ever contributed to the Merchant Seamen's Fund, which ceased to exist in 1851.

"Before sitting down he might be allowed to make another observation. He found there was nothing new under the sun, for in the course of his inquiries he learnt that about fifteen years ago our much respected Shipping Master at Newcastle (Mr. Whitfield) addressed a letter to the Government suggesting to them the desirability of shipping masters being allowed to insure seamen's lives in the same way as is practised through the Post Office; and he found further, that in the Bill for the codification of the laws of British shipping, introduced by the Government in 1869, it contained a clause conferring such authority on our Mercantile Marine Superintendents. The Bill was, however, withdrawn. He had an impression that if the scheme which he had put before the Government received the approval of seamen as well as shipowners, there was every probability of getting it carried into effect."

The scheme was generally approved of, and resolutions in favour of it were passed, the resolutions being moved by seamen. In a note to the speech, which was printed and widely circulated, Mr. Hall said,—

"To meet the objection that has been raised since the delivery of the above against handing over so large a sum as £100 at once to the widow of a sailor, it is proposed that,

instead of paying over such a lump sum, the widow should be entitled to such a Government annuity as that sum would purchase, reserving, however, the right to the shipping master to pay the total sum on his receiving a recommendation signed by, say, two Justices of the Peace, or clergymen, or ministers, or duly-qualified medical practitioners, who shall certify that they have made inquiry into the merits of the case, and recommend the payment of the amount in one sum."

Subsequently the scheme was brought before the Newcastle and Gateshead Chamber of Commerce by Mr. Hall, at one of their ordinary meetings; and the Chamber passed a resolution in its favour, and pressed the matter upon the Board of Trade. Mr. Hall wrote to Mr. C. M. Palmer, M.P., and Mr. E. J. Reed, then chief naval constructor, both of whom highly approved of the scheme. Mr. Hall afterwards had an interview with Mr. Chamberlain, but then, as on a previous occasion by another minister on a different matter, he was told "You must get public opinion to support you." He said to the president of the Board of Trade, "If you expect me to go from seaport to seaport and agitate on this matter, I cannot do that. Business and other requirements would prevent me." There was little, or, in fact, no opposition from the shipowners or seamen, but no readiness on the part of the Government to move in the matter and carry out the wishes of those who had to pay for the working of the scheme and who wanted it—a scheme which *The Shields Daily Gazette* said "is at once the simplest, the most practical, and the cheapest that has yet been devised. No new machinery is needed; simply an entry in the shipping master's books. No trouble is involved to the owner; no responsibility is thrown upon the sailor. The calculations show that the scheme would be self-supporting."

So the matter slept, until it was revived in 1884, when Mr. Chamberlain proposed to extend, as it was said, the Employers' Liability Act to Shipowners ; but that met with opposition.

In 1887 the Chamber of Shipping got introduced into Parliament a pension Bill—for the establishment of a Mercantile Seamen's Widows' and Orphans' Pension Fund. The provisions in it were for the payment of 5s. a week to widows, and 1s. 6d. for every child of every seaman who lost his life at sea while in the execution of his duty. The seamen had to contribute 6d. for every ten days served on a ship's articles, which would amount to a little over 18s. for twelve months. If the men agreed to make the contributions the shipowners of the United Kingdom would add one-third to the amount paid by each man. At North Shields the proposal was rejected by a very large majority in a meeting of seamen ; and at South Shields a resolution in favour of a permanent fund was adopted.

At a meeting of the North of England Steam Ship-owners' Association, held in the Mayor's Chamber, Newcastle, on January 26th, under the presidency of Earl Ravensworth, Mr. E. H. Watts, president of the Chamber of Shipping, London, addressed the meeting on the proposed Widows' and Orphans' Fund ; and Mr. Milburn then said, " A pension scheme was by no means new to them. It was just seven years since Mr. James Hall proposed a scheme similar to that one. Under that scheme the sum to be paid was 1s. 10d. per man per month, the shipowners paying one-half." Sir C. M. Palmer, M.P., said, " The proposals brought forward by Mr. Hall some time ago differed from the present scheme. There were some very important differences. *The sum of 5s. per week was scarcely sufficient for a*

widow, especially as with this she could not come upon the parish for any aid. The proposal of Mr. Hall was to pay through trustees a certain sum of money to a widow, so that she could commence business or make use of it in some way to make a living. The measure brought forward by Mr. Hall did enlist the sympathy of the seamen ; the meetings that were then held were very large and enthusiastic and fully endorsed and supported Mr. Hall's views." Mr. Hall, after explaining his own scheme of seven years before, said he thought that "whatever the scheme might be, it was only fair that the shipowner should pay one-half (hear, hear). The sailor was badly enough paid without being made to pay more than he was entitled to. He was most anxious that something should be done in the matter. The widows of seamen often drifted into a condition of society that was painful to contemplate. He thought that instead of paying them a few shillings weekly to keep them in a constant state of poverty, it would be much better to provide a lump sum to be controlled by trustees and invested to the best advantage."

The superiority of Mr. Hall's project was marked, and it met with the approval of the seamen, as well as of the leading and representative shipowners, when it had been fairly placed before them. The Newcastle Chamber, while not committing itself to the scheme advocated by Mr. Watts, approved of the principle of insurance, but affirmed the desirability of "the owners contributing *one-half* in whatever scheme might be ultimately adopted." Considering that the insurance was only for loss of life at sea, or in the work of the shipowner, it was only fair, as Mr. Hall had repeatedly said, that the shipowner should bear one-half of the cost of insuring a means of obtaining a livelihood to



the widows and children of those lost in his service, whether from preventible causes on the part of owner or seamen, or from accidental causes or the "act of God,"—as the charters designate some casualties to which ships are liable. This investment in the interest of humanity, and this act of justice on the part of the owners, Mr. Hall estimated would cost the owners about £100,000 per annum—a small investment for the possible advantage, and considering the risks that their crews were willing, and had often to run. And to their honour be it said that in the Chambers of Commerce it was generally assented to, or at least it was so reasonable and so just that they, either in their individual or collective capacity, could not or dare not oppose it openly. But, generally speaking, there was no such opposition; if there was it was from those who opposed the efforts against overloading because they practised it, and the legislation would interfere with their unjust, criminal, and sinful gains. These were the exception—the great exception—as the law-breaker is generally among the great mass of society.

The project of the Chamber of Shipping, which, it was insinuated by some of its opponents among the seamen, was to stave off the application of the Employers' Liability Act to ships, did not meet with the support of the seamen who had sanctioned Mr. Hall's scheme.

Where both shipowners and seamen agreed, as in the proposals made by Mr. Hall, the sanction of Parliament was only wanted to give legal force to that which had the approval of nearly all interested in the scheme, whether as contributors to, or receivers of, its benefits; and it was framed so as not to allow some mean and selfish men to escape from such just contribution and

be benefited by escaping from such payments in their competition with their more honest, upright, and philanthropic brethren.

Mr. Chamberlain has since revived a national insurance scheme. If he had taken up the insurance of seamen when Mr. Hall brought it before his notice the way might have been prepared for the larger measure which he is now advocating; but not with the energy and perseverance that Mr. Hall showed when he took up the matter in the midst of other schemes and business ties. How the scheme was looked upon in 1884 by the shipowners themselves may be judged by the remarks of *Fairplay*—the critical organ of the shipping world—which said on February 8th, 1884, after remarking on Mr. Chamberlain's proposals at that time:—

“A well-known shipowner of Newcastle, Mr. James Hall, a gentleman whose name is connected with many philanthropic works in his own neighbourhood, broached this subject (compulsory insurance on the part of owners and seamen) three years ago in a speech which he delivered at the Town Hall, North Shields. We reprint this speech elsewhere, and we commend it to the consideration of all who are really interested in the welfare of sailors, and who would study the best means of benefiting their condition. The principle of compulsion is not new. We say, on principle, if we are to have interference and compulsion let them be fairly applied. If Jack is to have the benefit, let him bear a share of the cost. . . . When it comes to making provision for those whom he may leave behind him, that, we venture to think, is a work in which Jack should be called upon to take his part.”

This was the essence of Mr. Hall's scheme, yet to be adopted; and in this, as in other matters, Mr. Hall was before his time.

## CHAPTER VI.

### *ENGLAND AS A MILITARY POWER.*

"Christianity knows nothing of that infidel civism which affects to treat each spot of earth as equally dear, and each kindred of man as equally proximate. The patriot passion gives a distinct though blended throb to the Christian heart. A chastened exaltation in our native isle is irrepressible. When I think of her conquests I do not exult; for I might fear that, having shed blood abundantly, and made great wars, she might be refused the honour of building the universal temple. . . . We have hitherto known little more than the dangers of her greatness, the snares of her wealth, and the dreams of her ambition. But Christianity—never lost to this country since its first entrance into it—not only redeems these evils: it now reveals that her territories, on which the sun never sets, and her influences, which no ocean can bound, prescribe her moral destiny. Her powers were an inexplicable enigma without a religious solution. . . . Apart from Christianity the warrior would have slain without any convertible power of use or good; the magnet, like the air-drawn dagger, would but have marshalled to murder and extermination; dependencies would have become the quarry of remorseless cupidity; barterers would have been prostituted as the price of moral degeneracy; strength and wealth would have been wielded as the brawny arms of giant tyranny; and fame itself would have glittered as the badge of more signal and portentous mischief. But even the weapon has made way for a religion whose sweetest vision is that men shall learn war no more.—DR. R. W. HAMILTON.

**N**OW Mr. Hall has been before his time, and, with an eye as prophetic as it was practical, anticipated the needs and demands of the nation and the age in which he lives, was conspicuously shown in a letter which he addressed to Lord Beaconsfield in 1878, at a time when affairs in the

East were looming largely in the public mind, and when Parliament had just passed a vote of six millions to meet the pressing military needs of the time. That letter was published in the local journals. What was done with it by Lord Beaconsfield we know not. Whether, after the manner of the official mind, it was handed to the department to which its contents principally related we cannot say, but on January 25th, 1889, General Wolseley delivered an address as President of the Harborne and Egbastin Institute, in Birmingham Town Hall, the Hon. Joseph Chamberlain, M.P., occupying the chair, in the course of which Viscount Wolseley dwelt on the necessity of increasing our army upon lines that ran parallel with those advocated by Mr. Hall eleven years before. Mr. Hall had his letter and General Wolseley's remarks printed together. The similarity was remarkable. Not that Lord Wolseley's words were the same; but the views of the civilian that had been placed before the Prime Minister of the day eleven years before, and those of the general who has seen much service in the East, were the same. It was not a case of plagiarism of language, but of parallelism of thoughts.

"ENGLAND AS A MILITARY POWER.

*"To the Editor of 'The Daily Chronicle,' Newcastle.*

"SIR,—

"What is it that you would impart to me?  
If it be aught toward the general good,  
Set honour in the one eye and death i' the other,  
And I will look on both indifferently."—SHAKESPEARE.

"At the present time, when the military strength of Europe is of the deepest interest, it seems natural to turn our attention to England as a military power, The calling out of the

reserves, and the prevalent fear that the liberty of Europe is being encroached upon, are reasons why this subject should be anxiously considered. The experience of the past teaches that no nation can maintain its liberties or its institutions, or exercise an influence, unless by the force of arms. Not art or industry, not learning or science, not commerce or trade, can preserve a nation if its right arm of defence is weak or powerless. It is idle to believe that anything other than England's might can uphold her position as one of the leading Powers of the world. The events of recent years on the Continent have led to the creation of a series of great Military States. They have gained and hold their place by force of arms. Their armaments are increasing year by year. It is true that military reform in England has not been neglected, but our increase in military strength has not been in proportion to our interests, or to the advance in the same direction of neighbouring nations.

"It may be said that as a nation we have no friends. Our wealth and extended territorial possessions make us the envy of the world. We are considered, rightly or wrongly, to be a selfish people, and if misfortune should overtake us we should meet with little sympathy or support. There is no nation in the world whose interests and peoples are so heterogeneous as ours. Our possessions are scattered over all parts of the earth. No nation can less afford to submit to defeat, and to no nation would defeat in one place more probably lead to disaster in another. We are not in a position to be an agricultural people. We cannot even produce sufficient food for our own wants. Our wealth lies in our manufacturing industry. We are dependent upon others, not only for a large portion of our daily food, but for what is equally vital to us, markets for our commodities.

"Setting aside, however, the merely material aspect of the question, there are higher reasons why we should be able to hold our own and to defend the right, and to exercise an elevating and ennobling influence. England's position among

the nations of the world justifies me in saying that whatever should tend to her decay would be a calamity for freedom and progress. Should anything occur, then, to lessen our power or restrain our influence, a blow would be struck at liberty all over the world. Therefore, it behoves us, alike from a material and moral point of view, to be ever ready to enforce such a policy as shall enable us to maintain our liberties and those principles of Government which have proved themselves a safeguard for national peace and prosperity.

"In numbers our army is inferior to those of the leading nations of Europe. Our volunteers, good as they are, and great as is the self-sacrifice they display, would only, as at present constituted, be available for home defence. The conditions of war have changed. Wars, once protracted, are now short and decisive. The element of time, formerly in favour of England, is now to her disadvantage. The nation that can strike the hardest and swiftest blow at the outset is the one most likely to succeed. An unprepared nation is crushed, it may be mortally, if it fails to resist the first shock of war. The weapons and tactics of modern warfare necessitate superior intelligence and training. Personal prowess does not play the part it once did in war. Courage is still a valuable quality, but individual bravery without training and experience stands at a disadvantage against the skilled hand and eye, the ready obedience, the patient endurance, and the matured body of the regularly disciplined soldier.

"General Sir William Napier, in his '*History of the Peninsular War*,' says: 'In battle the ardour of youth appears to shame the cool indifference of the old soldier; but when the strife is between fortune's malice and man's fortitude, between human suffering and human endurance, the veteran becomes truly formidable, while the young soldier yields to despair.'

"The Duke of Wellington, speaking in the House of Lords on the same subject, said: 'I am certainly the last man to have any hesitation of opinion as to the relative advantages of meeting an enemy with disciplined or half-disciplined troops.

The things are not to be compared at all. With disciplined troops you are acting with a certain degree of confidence that what they are ordered to perform they will perform. With undisciplined troops you can have no such confidence; on the contrary, the chances are that they will do the very reverse of what they are ordered to.' Now, although we possess resources practically unlimited, we are, comparatively speaking, weak in that element which in the minds of these and other competent authorities, is the only safeguard of our greatness. Are we, the richest and most vulnerable nation in the world, the only nation that can afford to trust to our wealth rather than the strength of our arm? In the face of three millions of armed men now on the Continent of Europe, can we hope to escape the fate of the nations of antiquity when they refused to exercise that self-denial to which they owed their greatness, if we neglect our means of self-defence? Let us hope that by being wise in time we may avert such a calamity. The spirit shown in the volunteer movement is an indication apart from our past history, that the military instinct is strong within us, and that any well-considered measure permanently increasing our strength as a military power would be received with less disfavour than might be anticipated.

"The object of these remarks is to suggest the adoption of a mild form, of the military system of Switzerland, organized in 1874, and which makes military training compulsory, for every man physically and mentally capable, liable to service from the age of twenty to the age of forty-five. From this rule certain classes of people are, and would have to be, exempted: those engaged in maritime pursuits, for example, and others whose exemption might be deemed desirable.

"Centres would be established in different parts of the country, where facilities would be given by the Government for military training, and any young man, prior to the age of twenty, could, from time to time, and at the hour most convenient to himself, acquire the necessary efficiency. In all our public schools, elementary and advanced, such a

might be introduced with advantage to body and mind. In Switzerland the teaching of gymnastics is compulsory, even from the age of ten years. For young men who wish to obtain a higher knowledge of the military art all necessary facilities should be afforded. At the age of twenty each young man would be enrolled and obtain a certificate of efficiency, if he had previously qualified himself, or if not he would have to do so forthwith. He would then be liable to be called upon for training at certain periods for a few weeks each year during a limited number of years. It is true that the system here roughly sketched out would not give us the highly trained soldier produced under the iron rule of the German system. It would, however, be more in harmony with the genius of our people. It would not interfere with the system under which our present army is raised. Neither would it interfere, but in a very partial and infinitesimal extent, with the ordinary pursuits of those called upon to serve. The regular army of the country would be recruited, as in the past, by voluntary enlistment; but should it ever happen that men were needed in the case of 'imminent national danger or great emergency,' the country would know that she had a reserve to fall back upon in the manhood of the nation, who would be accustomed to the use of arms, and prepared with little training to take the field. Panics, the fruitful source of disturbance to trade and expenditure to the country, would be of less frequent occurrence, and cease to have the same force as in the past.

"Our military system is notoriously the most costly in the world. It might be found that by using our present military resources the scheme here advocated could be carried out without adding materially to the national expenditure.

"I have already hinted that the interference with the ordinary avocations of life would be infinitesimal. When we consider the large amount of leisure now enjoyed by all classes, some of it could surely be well spared for attaining a knowledge and a training so valuable as that afforded by military instruction. I have spoken of the national advantages of



something like compulsory military training. The moral advantages seem to me to be of scarcely less magnitude. The effect of military training on the individual is to brace his physical energies, to contribute to the formation of a manly character by contact with all classes of his fellow-men, and to teach him the use of faculties which in civil pursuits are allowed to lie dormant. The mind as well as the body is improved by the healthy exercise it affords, and there are always large classes to whom it is desirable to teach habits of obedience. Men who idly spend their spare time would find in such exercise not only an occupation free from any tendency to vice, but one of a really healthy and elevating influence. They would mingle with men whose comradeship would have a beneficial effect upon their character. Nor would there be, in my mind, any danger that in the mingling of classes the lower would corrupt the higher. I believe that where the two come together it is the lower who rise, and not the higher who descend. A fair field would be given for merit, so that there would be an incitement to exertion in order to rise to posts of honour. Nothing could be more calculated to uphold the honour and safety of England, and contribute to raise her in the respect of neighbouring nations than the knowledge that the people were prepared to defend their liberties and rights, and that, not by an iron military system, but by linking military training to civil life, and making the two go hand-in-hand together.

“I am, etc.,

“JAMES HALL.

“NEWCASTLE-ON-TYNE, *April*, 1878.

“LORD WOLSELEY'S SPEECH AT BIRMINGHAM.

(“*From 'The Times,' January 26th*, 1889.)

“‘I cannot say as I look at the position England occupies at the present time in the world that I am at all satisfied with what I see around me, even in our own homes. As I look around Europe at the present time I see on all sides great

nations arming to the teeth, arming for a coming struggle, a struggle that all except those who refuse to see must see is fast coming upon us. In fact, those who study the map of Europe at the present moment and the condition of things in Europe must feel that there is hanging over us a war-cloud greater than any which has hung over Europe before. It means when it bursts—and burst it will as surely as the sun will rise to-morrow—it means, not as in former days, a contest between two highly trained armies, but a war of extinction, of devastation between great armed nations whose populations are armed and trained to fight.

“In Germany, at the present time, during this current year, they are spending thirty-six millions of pounds sterling upon their army, not counting what they spend on pensions; that does not look like this universal peace of which we have been told so much. An Empire without military power, as we have been told by a distinguished author, is a condition of things unknown in the history of the world. We have been so long a time depending on our former renown in war, that we are apt to find, when the day of war does come, that we have been depending on a rotten reed. We are too easy to believe that as in past centuries so we should in the future have ample time provided for us to enable us to create an army and navy when danger comes upon us. But of all the greatest and most dangerous illusions, this is the worst. War is now so rapid and disastrous in its results that the nation unprepared for war, although the richest nation in the world, will find when war does come on it that it has not time to manufacture an army or navy, and although the purse may be very long, it will not be granted the time necessary to pull it out of its pocket, much less to expend to any useful purpose the money in that purse. I earnestly pray you to take home with you this one great fact—that you have looming over you at this moment a heavy war-cloud which threatens Europe as a nation.

“As private traders, we have interests and various respon-

sibilities everywhere, and I would ask you to ask yourselves, "Have we effectively insured those interests from all danger of great loss?" I would tell you also, as one who knows certainly his own profession thoroughly well, that all those interests can be protected, and, as a taxpayer, as one who pays taxes like every other man and woman in this room, I tell you these interests ought to be protected. I think it is the worst of all possible calumnies upon our profession to say that the leading soldiers of England wish to have the bloated armaments of the Continent. It is not that we wish for the professional enjoyment of seeing large armies and navies that we ask to have the military forces increased. It is because we know what war is, how terrible and dreadful are its consequences, that we ask you to make this increase. We feel, if you will make your army and your navy as strong as they ought to be, you will thereby be more likely to bring about peace, and a lasting peace.

"All the great nations of the world, certainly of Europe, have adopted a system of universal military service, which is bound to make their people stronger and healthier than they were before, and physically superior in every way to us, even to this nation of English people who are so prone to look down with contempt upon those who are not born in their country. I wish you to realise that I am not advocating universal military service on military grounds. I wish to advocate this universal discipline and training on purely physical grounds, and therefore on essentially national grounds. This physical improvement of the health and strength of Continental nations, it must be remembered, has not been effected on their part by any special laws passed for the purpose; it is merely the outcome, the accidental incident, I might say, of laws which they have passed for military purposes, the laws which they have enacted in order to supply their huge armies with soldiers. According to the laws of the great military nations of Europe, every young man of about nineteen or twenty years of age is taken from his home and put into comfortable, well-lit,

well-heated, comfortably-maintained barracks, or billets, where he is well fed and well clothed, and where his mind and his body are disciplined, and where he is employed daily in outdoor exercises and is brought up for about two years under what I may call the very best conditions of health. At the expiration of these two years, when he leaves the barracks, he returns to civil life a far better man in every way physically and morally and far more likely to make a useful citizen of the country to which he belongs than the poor unfortunate brother of his who is left to swelter in some of those feverish and horrible cells which the masses of the populations of most of the great cities of the world congregate in. No one is more conscious than I am of the great burden upon a nation which this compulsory military service really means. I know it in all its phases, for I have studied it for many years past. But putting aside the military aspect of the question altogether, I am quite certain, as certain as I can be of anything, that a nation is an enormous gainer by the arrangement. Those who would otherwise have grown up in unwholesome homes to be weaklings, poor, miserable creatures, with narrow chests and undeveloped muscles, leave their barracks, as I have said, healthy, well-developed men, sound in body, and fit to stand the physical strain of modern existence under its most trying conditions, and, above all things, calculated to be useful members of society for the rest of their lives.

“I would call your attention also to the moral side of this question. Instead of spending the most critical years of his life amid the vicious surroundings in which such a large proportion of our city youths pass their lives, the young man passes his two years in acquiring habits of attention, of order, of cleanliness, and of precision in all he does, and, above all things, in acquiring that respect for law and order which is the outcome of obedience to superiors, and of that practical training of the temper which obedience necessarily brings with it. In fact, the whole of the youth of one of these nations goes through a course of physical and moral training in the army

which enables them to discharge their duties as individuals far better than an untrained young man could ever expect to do. I believe that the nation which submits its young men to this species of training is bound to be in a few generations composed of far finer men and women than a nation like ours, which refuses to give attention to this department of national education, because it has been led to regard it as merely a military question. This kind of education is far more important to a nation than any army matter can be; it is of the most vital consequence to unborn generations. When in future you read, as I have no doubt many of you frequently do, articles in newspapers and magazines describing the horrors and abominations of the universal military service, I trust that you will not condemn it as merely a system invented to provide those great armies with men, but will look upon it as the very highest order of mental and physical education that has ever been devised by man.

“Whether or not in the future it may be found necessary to adopt some system of compulsory military service in this country, I hope that the day may come when the people of this country will be willing to adopt some system under which every young man shall be taken from his home—from the unhealthy homes in which too many in this country abide—and brought up as young men are brought up in the armies of Continental Europe, and given at the expense of the public such a physical and moral training for at least two years of his life, at the expiration of which period he is sure to be in every way more fitted to do honour to England and to be a useful citizen. At the present moment I am glad [sorry] to say that this is a point that is not so frequently remembered by the English people as it should be. Our army, small as it is, is really the largest and most important national school in this country, and although we still depend upon voluntary enlistment, we obtain as many men as we require for our purpose. You must remember that we educate in the army annually from 25,000 to 40,000 young pupils every year, that

we educate them, that we feed them, and that we give them that moral and intellectual training which I feel convinced renders them when they return to civil life, after from three to seven years' service, far more reputable and better citizens than they were when they joined the army.

“‘I am glad to say the feeling of the public generally with regard to our army has undergone of recent years considerable change, and there is a considerable amount of employment and labour for men who have served their time in the army. I am proud to say that in most of the great public institutions of this country where you find a man of trust you can generally look at him and say, ‘That man has been a soldier.’ Wherever I go I find that there is more appreciation of men who have served in the army than there was formerly, and I hope that before long any prejudices that may have been entertained by employers of labour in Birmingham or elsewhere against employing Reserve men or discharged soldiers may be scouted and put aside as one of those superstitions which it is high time we should bury and forget.’ In conclusion, Lord Wolseley made some remarks on the question of the housing of the poor.”

*The Newcastle Daily Chronicle*, which published Mr. Hall's letter on April 30th, 1878, said, with respect to the letter and speech as reprinted in juxtaposition, in an article on February 1st, 1889, headed “Eleven Years Ago and Now” :—

“At an opportune moment Mr. James Hall, of Newcastle, has reprinted a letter addressed by him eleven years ago to Lord Beaconsfield, and which also appeared at the time in the columns of *The Daily Chronicle*. The subject which Mr. Hall discussed was the position of England as a military Power in relation to other countries, and the object he had in view was to arouse public feeling as to the importance of strengthening our national defences. Mr. Hall's interesting

letter bears the date of April, 1878. At that period the state of affairs in the East was occasioning considerable perturbation. Parliament had passed a vote of £6,000,000 to meet what were deemed the pressing military needs of the hour; the Reserves had been called out, and the Indian troops had been ordered to Malta. The atmosphere was distinctly warlike; and men's thoughts naturally turned to speculations respecting the fate of England should she be plunged in a war under the altered conditions of modern warfare and colossal European armaments. What was then the topic of the hour has become so once more, though, fortunately, so far as mortal mind can divine, the attention at present paid to military matters is rather suggested by a desire to improve the shining hour of peace than by any grave anxiety as to immediate danger. There is no gainsaying, however, the fact that the study of our position as a military Power and of our ability to meet one of those crises that leave nations either crushed or prouder in their strength than ever, is courting very general and earnest notice. As publicists and platform speakers, our foremost soldiers and sailors have engaged in an energetic campaign, the aim of which is to awaken the British people to a sense of possible peril. With their pens and their voices Lord Charles Beresford and Lord Wolesley, not to speak of others, have been flapping at British ears something after the manner of those functionaries in Laputa whose business it was to bring the wool-gathering philosophers to a perception of realities. Lord Beresford's visit to Elswick and his departure for the Continent to inspect ship-yards and gun factories; the Duke of Cambridge's voyage to Gibraltar, Malta, and Cyprus to examine the state of the defences there; and Lord George Hamilton's trip to Tyneside are all indications of the importance attached to the question of national defences and of a determination not to allow it to rest. Mr. James Hall's letter is reprinted side by side with the speech delivered a few days ago by Lord Wolseley at Birmingham. With a

degree of pride not unnatural under the circumstances, Mr. Hall signalises the discovery that the views expressed by him in 1878 are substantially the same as those enunciated in 1889 by one who has certainly a claim to be listened to with respect. In vigorous sentences Mr. Hall pictured the English as a nation whose possessions are scattered over all parts of the earth ; whose wealth lies in their commerce and manufacturing industry ; who are dependent upon others not only for a large portion of their daily supply of food but for the markets in which to dispose of commodities. Materially, no people could less afford to sustain defeat ; morally, no calamity could be greater than that involved in the effacement of a race whose influence has been so mighty in the battle of freedom and progress. Yet, with so much at stake, it could not but be plain that, while the conditions of war were everywhere changing, while the Continent of Europe was being converted into an armed camp and its inhabitants into trained soldiers ready to do all that can be accomplished by valour and discipline combined, it was worse than folly to trust in this country to mere personal prowess without experience, or to simple patriotism unsupported by military instruction. As a remedy, Mr. Hall suggested the adoption, in a mild form, of the system in vogue in Switzerland, rendering military training compulsory in respect to all over twenty years of age capable of bearing arms. It is unnecessary to enter here into all the details of the scheme put with great clearness and cogency by Mr. Hall. The point is, that he as a civilian has found in a military expert such as Lord Wolseley, and after an interval of eleven years, a warm advocate of almost precisely the same plan of conscription. It is certain that Lord Wolseley's Birmingham speech, read side by side with Mr. Hall's letter, offers almost identical arguments and draws a picture of striking resemblance. The case is an interesting one, as giving an instance of the capability on the part of the civilian mind of projecting itself into that of the soldier, and seeing things as a military man



would see them. Still more remarkable is it that Mr. Hall's discernment should have antedated by a decade the present outcry."

General Roberts, in addressing the Bristol Artillery Volunteers in October 1893, speaking of the terrible consequences of invasion and the possibility of the command of the sea forces being wrested from us for a time by some unforeseen combination of circumstances, said: "It seemed to him to be the bounden duty of every able-bodied Briton, no matter what his station in life, to go through a course of military training."

Colonel Inglis, Inspector of Reformatory and Industrial Schools, to whom the letter and speech in juxtaposition had been sent, wrote to Mr. Hall as follows:—

"DEAR MR. HALL,—Thank you for the article on 'England as a Military Power.' It must be a great satisfaction to you that the greatest general of the day agrees so completely with you. One would almost say that he had seen your article before he spoke at Birmingham."

Mr. B. Waymouth, of Lloyd's Registry, wrote:—

"36, BLESSINGTON ROAD, LEE, LONDON, S.E.,

"February 1st, 1889.

"MY DEAR HALL,—I am greatly obliged for your very great kindness in so promptly replying to my note, and for the reprint to hand this morning of your letter of April, '78, in juxtaposition with Lord Wolseley's address, delivered a few days since. I have read both with very much interest. This is not the first instance by many in which you have been a long way ahead in initiating grand ideas which you have seen adopted by others. It appears to me that there are difficulties in the way in this country which will prevent all the male

inhabitants under a certain age being trained to arms, unless in a very modified form, compared with the Continental plans. It occurred to me when I read the views expressed by Lord Wolseley—that to improve the physique of the rising generation they should be trained as soldiers at, say, about nineteen or twenty years of age—that is, if you want to make the most of a lad by way of developing his physique, steps should be taken to allow this, when he is, say, between fourteen and twenty, while he is growing. Hence, I think, more good would be effected by your plan—largely carried out, especially in connection with school military drill. I consider it would then be of great value. Drill acquired then would never be forgotten. It appears to me that our English system is such that to break off young men from their avocations, to go for, say, two years into military training, would prove inconvenient to employers and prejudicial to the employed. Take my own office as an example. I take youngsters at, say, sixteen years of age, to train them to my wants. If these were broken off to go into military service, there would be no opening for them on their return. Hence, I think it should be compulsory to gain military training during schooldays: and also that all should be kept at school until sixteen years of age.

“Your Cottage Homes will hand your name down to posterity long, long after we have passed away, aye, and other institutions also. Your life has really been one of great usefulness, especially to the poor.”

Mr. Hall's proposal would not interfere with a young man's business arrangements, as he could learn his drill, as volunteers learn theirs at present, and at a time when Mr. Waymouth said, “what was learnt would never be forgotten”; and at twenty years a certificate of efficiency would be granted—when it had been acquired: it would have to be acquired to obtain the certificate of efficiency, which would be compulsory. In fact, Mr. Hall's scheme is making compulsory

the training that is now got to a very large extent by our young men, who voluntarily undertake it in the volunteer corps; but with the necessity of passing an examination insuring a degree of efficiency beyond what is got or sought at present. The drilling would be of immense advantage to our young men! The military training of the German people has probably much to do with the prompt business methods and methodical habits of the young men, who are pushing their way in every part of the world. Their military training, compulsory as it is, has apparently not unfitted, but rather fitted them for business, as the men in England who are in the Reserve are being preferred to undrilled, and therefore very often untrained and undisciplined men, who have not been in the army, and are lacking in methodical habits and discipline, as well as in general education.

In 1894 Lord Belhaven and Stenton, Brigadier-General commanding the Surrey volunteer infantry brigade, wrote a long letter to *The Standard* advocating the adoption of the Swiss system, which Mr. Hall had placed before Lord Beaconsfield in 1878. He said the strength of the Swiss army was 200,000 men, just about the same as our volunteers. The army costs about £7 per man; while our volunteer force costs about £4 per man; apart from the cost of arms and camp equipment. "The infantry soldier"—in Switzerland—"after forty-five days' drill as a recruit, is only called out for training every second year for sixteen days at a time. The cavalry soldier has a yearly training."

This is still one of the questions of the future—although it is likely to be one of the hour, with the depletion of our agricultural districts of the class of men

that once formed the backbone of our army. The hunting ground of the enlisting sergeant is now in our large towns, where also we, in the future in the case of war, will have to find the men for all additions to our forces ; and it is a poor ground, as Lord Wolseley has shown, because of the want of proper physical training on the part of so many of our dwellers in cities, which military drill would improve to some extent.


The volunteer movement arose about fifty years ago, when some French colonels urged their government to declare war against England. Mr. Hall and his brother were amongst the first in Newcastle to enrol themselves as volunteers. What they and thousands of others have done voluntarily he desired to make compulsory. Mr. Hall realises that the weakness of the volunteer system lies in the inefficiency of the officers, who he considers ought to be men thoroughly trained and experienced in military matters. The system which he advocates would give all the individual and national advantages to which he refers in his letter, and Lord Wolesley in his speech.

## CHAPTER VII.

### *THE SUPPLY OF SEAMEN TO THE MERCANTILE MARINE AND NAVY.*

"Young seaman, soldier, student, toiler at the plough,  
Or loom, or forge, or mine, a kingly growth art thou!  
Whate'er thou art, though earthy oft and coarse,  
Thou bearest with thee hidden springs of force,  
Creative power, the flower, the fruitful strife,  
The germ, the potency of life."—*The Ode of Life.*

"Whatever was required to be done, the Circumlocution Office was beforehand with all the public departments in the act of perceiving how not to do it."—CHARLES DICKENS.

N 1893 Mr. Hall took up the question of the supply of efficient and well-trained seamen for the mercantile marine and Royal navy, bringing the matter first before the Newcastle Chamber of Commerce, then before the Associated Chambers, and ultimately before the Lords of the Admiralty, in a letter which he addressed to their lordships, and in which he fully explained the nature of the case he wished to bring before them, doing so with his usual clearness of expression and argument and fulness of detail, and suggestiveness as to the means to attain the end he had in view. The following is a copy of the letter :—

"'WELLESLEY' TRAINING SHIP,

"NEWCASTLE-ON-TYNE, *November 1st, 1893.*

"MY LORDS,—I beg on behalf of the committee of this

institution to call your lordships' attention to a resolution, proposed by the writer on behalf of the Newcastle and Gateshead Chamber of Commerce, and seconded by Col. Sir Edward Hill, M.P., and passed unanimously at the Bi-annual Meeting of the Associated Chambers of Commerce of the United Kingdom, held at Plymouth on the 27th September last:—

“‘That in the opinion of this Association it is desirable that full inquiry should be made as to the best means of providing an adequate supply of efficient and well-trained seamen for the services of the mercantile marine and Royal navy, and that memorials be presented to the President of the Board of Trade and the First Lord of the Admiralty praying that such an inquiry be held.’

“At a meeting of the same Association, held at Hull in September 1889, a similar resolution was passed, and Sir Michael Hicks-Beach, Bart., M.P., the then President of the Board of Trade, speaking at the banquet which followed that meeting, referred to the subject in the following terms:—

“‘I speak as a civilian, without any particular knowledge which justifies me, perhaps, in placing my ideas before you; but this I will say for myself personally—that I do feel, now that we have, practically with the unanimous consent of the country, made a large addition to our naval defences; now that we have added this year three thousand men to the effective strength of the navy, the time has come when the Government ought very carefully to consider whether something cannot be done to make our Naval Reserve more commensurate than it is with our great commercial marine.’

“And after some further remarks the right hon. baronet added—

“‘If any one of those whom I am now addressing can aid me in bringing this matter not only before my colleagues, but before the country at large, with a view to an increase in our present Naval Reserve, in my humble opinion he will have done a good service to our common country.’

“Sir Michael Hicks-Beach, while recognising the importance

of increasing the material of our fleet, also sees the necessity that in case of hostilities breaking out there should be no lack of British seamen to man our fleet and mercantile marine. The consequence of disaster overtaking us may be best expressed in the language of Lord Salisbury, who, speaking at the Surrey Theatre a few months ago, said :—

“ ‘ You have often heard that if we were plunged into a great war, our great difficulty would be the maintenance of our communications with other countries, for the purpose of feeding the millions of this great country. It is our great difficulty and danger. Two-thirds of the food that we consume we obtain from other lands, and therefore it is on that issue the battle will be fought. Commerce destroying is terrible in itself, but when that commerce destroying takes the form of food destroying, it may, if it is successful, threaten terrible results to the nation which is the subject of it.’ ”

“ According to the Board of Trade returns, the number of persons employed in vessels belonging to the United Kingdom, which were returned as employed in the home and foreign trades, showing the proportion of foreigners to every hundred British subjects, is as follows :—

Years.	Number of British Persons Employed.	Number of Foreign Persons Employed.	Total Number of Persons Employed.	Proportion of Foreigners to every 100 British Subjects Employed.
1853	165,205	7,321	172,526	4·04
1863	165,794	18,933	184,727	11·04
1873	182,399	19,840	202,239	10·87
1883	172,414	28,313	200,727	16·42
1892	185,437	30,899	216,336	16·66

“ It will be noticed by your lordships that the foreign element has increased with considerable rapidity, for whereas in 1853 there were four per cent. of foreign seamen employed in British vessels, it had last year reached above sixteen per cent.

“As seamen and firemen are classified under the head of ‘seamen,’ and as few foreigners are engaged as firemen, it follows that a much larger percentage of foreign seamen is employed in our mercantile marine than is shown in the above returns.

“In the event of our being involved in a maritime war with a maritime nation, it is not unreasonable to suppose that our foreign seamen would withdraw their services, at a time when they were most needed, from our mercantile marine, and in some instances might place the knowledge which they had gained in navigating our coasts and harbours in British ships at the service of our opponents.

“The number of apprentices’ indentures enrolled is, according to the same returns, as follows :—

Years.	Number Enrolled.
1845	15,704
1855	7,461
1865	5,638
1875	4,397
1885	2,504
1892	2,196

“This return shows that to meet the requirements of the mercantile marine, the number of apprentices annually enrolled has dwindled down to one per cent. of the number of persons employed.

“To have British seamen to man the British navy and mercantile marine is as essential as to have a powerful naval fleet; and the committee respectfully inquire whether your lordships would undertake to give the boys discharged from this Institution at the age of sixteen that practical training in sea-going sailing vessels, under a naval officer, which is given to the boys who enter direct into the service of the navy. Not necessarily that the boys should join the Royal navy, even if the conditions of the service were met by them, but that they might have the option of entering into the



mercantile marine. Their services might, however, be secured to their country by their becoming members of the Naval Reserve. In the event of war (whether they entered the one service or the other) their services would be all the more valuable owing to the practical training and naval discipline they had received.

"The Congress of the United States deemed the maintenance of the merchant marine of so much importance that the undermentioned Act was passed and approved in June 1874, to encourage the establishment of Public Marine Schools:—

"'Be it enacted, etc., that the Secretary of the Navy, to promote nautical education, is hereby authorised and empowered to furnish, upon the application in writing of a Governor of a State, a suitable vessel of the navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school, etc., etc. And the President of the United States is hereby authorised, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of, or instructors in, such school.'

"It is within the knowledge of your lordships that every French seaman has to serve three years in the French navy, and in the case of need compulsorily up to the age of forty-five.

"In connection with the wish which the committee entertain, that the boys they send out should have some months' practical training in sailing vessels under naval discipline, they beg permission to place before your lordships an extract from a memorial which was issued about three months ago, to county and town councils, from the Shipmasters' and Officers' Federation, a body of British shipmasters and officers numbering over eight thousand members, in which they say:—

"'There is universal unanimity of opinion, both within and without the merchant service, that the condition of nautical

education in the United Kingdom is unworthy of a great shipping empire. In comparison, even small foreign shipping nations are ahead of this country in their provision for the education of their sailor officers, and in this country it may be safely asserted that no mercantile industry, nor occupation demanding technical skill, nor profession of any kind, offers opportunities for special technical training so few and so defective as those open to the British sailor.'

"And again they say—

"'Modern merchant ships are, in fact, becoming like the modern warship, huge masses of floating mechanism, demanding for their successful management at sea a body of trained men, possessing all the skill of the older mariners, with a knowledge of modern methods, appliances and physics super-added, and with their intelligence trained to the highest possible degree of alertness.'

"When it is considered how much is now being done for the promotion of higher education and technical training for our landsmen, my committee cannot but concur with the above memorialists in their reproach, when they reflect upon the fact that nothing is being practically done for our seamen.

"The committee may respectfully point out to your lordships that boys who are admitted into training ships under the Industrial Schools Acts, and the Elementary Education Acts, are unconvicted of crime. They are composed of orphans and children of destitute or careless parents. Many of the boys who have been discharged from this ship since the formation of it a quarter of a century ago, have attained responsible positions in life, and the numerous claims made monthly upon our 'Mather Prize Fund,' which is especially applied in the case of boys who have returned from sea with good characters, is an indication that the class of boy whose training we beg you to complete, would, by mingling with the boys who enter direct into the Royal navy, in no wise prejudice the character of the latter.

"I may add that the number of boys annually discharged

from this ship (under our present system which is to receive boys at the age of twelve) is about seventy, and that if the different industrial schools' training ships of the kingdom were made adjuncts to our industrial shore schools, that is to say, that if a training ship, instead of being as at present an independent institution, were to form part of the shore industrial schools and workhouses of the locality, such bodies being represented in the management of the training ship, and only boys of fourteen years of age received on board, of good character and physique, who had decided to make a seafaring life their vocation, and discharged at the age of sixteen, the two years of such training, supplemented by the practical experience which they would receive at the hands of your lordships, would, including the Metropolitan ship schools, annually provide this country with at least one thousand eight hundred smart young seamen, whose services might be, not to speak of the great advantage to the boys themselves, an inestimable boon to the British mercantile marine, and of great value to the nation in case of war. The committee venture to hope that their request may meet with the favourable consideration of your lordships.

"I have the honour to be, on behalf of the committee, my lords,

"Your most obedient servant,

"JAMES HALL,

"Chairman."

Following up that letter, a deputation had an interview with Earl Spencer, the First Lord of the Admiralty, on June 1st, 1894, Mr. Hall being the chief spokesman on the occasion. The deputation was the outcome of the following resolution, which was unanimously adopted at the Annual Meeting of the Associated Chambers of Commerce :—

"Supply of Seamen.—That in the opinion of this Association it is desirable that full inquiry should be made as to the

best means of providing an adequate supply of efficient and well-trained seamen for the services of the mercantile marine and Royal navy, and that memorials be presented to the President of the Board of Trade and the First Lord of the Admiralty praying that such inquiry be held."

Sir Albert Rollit introduced the deputation. The personnel of the deputation included a number of local shipowners.

In putting the case on behalf of the training ships as advantageous sources from which to draw a supply of seamen, Mr. Hall said :—

"I am chairman of the Tyne Training Ship, *Wellesley*, which ship I took the initiative in founding twenty-seven years ago. I am also largely interested in shipping. The Board of Trade Returns show that about sixteen per cent. of our seamen are foreigners. As seamen and firemen are classed under the head of seamen, the probability is that not sixteen per cent., but double that number of our seamen are foreigners—indeed, one of the shipping agents connected with the Shipping Federation, and whose duty it is to look after the shipping of crews in one of our leading seaports, assures me that, to use his own words, quite forty per cent. of our seamen are foreigners. This is a statement which doubtless must impress your lordships, even though it may be slightly exaggerated. I will not enter into the reasons why foreigners are preferred to Englishmen, but I think it is possible that by the aid of your lordships we could introduce into the mercantile marine a body of young men, who, from the training they had received, would supplant foreign labour by British. When training ships were first established, we had no difficulty in getting our boys into sailing ships, but in consequence of the gradual transition from sailing ships to steamers, our difficulties are daily increasing in this respect, for the simple reason that not boys but men are wanted to-day. I speak from my own

experience, and to go back only ten years ago, I may say that then we got ninety per cent. of our boys sent to sea, but to-day ninety per cent. is reduced to less than one-half, and the time is not far distant that, unless your lordships come to our assistance, the days of training ships are numbered—in this sense, that the cost of training a boy may be said to be about £20 per annum, whereas the same boy could be trained in a shore school for about £15. If training ships were made adjuncts to our shore schools and workhouses, and only boys received on board at the age of fourteen who are physically fit, and who intend to make a sea-faring life their vocation, and discharged at sixteen, and then taken in hand by your lordships for a couple of years' practical training, under naval discipline in sailing brigs, they would, at the age of eighteen, form a smart body of young able seamen, who, with their training and discipline, would be a valuable acquisition to the British mercantile marine, and supersede to a certain extent foreign labour, to the great advantage of the country. At present a large percentage of our boys are taught navigation, and always pass their examinations excellently. It is sad to think that these boys with such a training should have to be shipped as engineers' stewards. There is no country, I believe, in Europe whose Government does not provide for the practical training of their seamen; and the Government of America places both ships and men at the service of their country to give that practical training to the seamen of their merchant service, which we seek to find at the hands of your lordships. I estimate that our training ships, including the Metropolitan training ships, would give us about one thousand eight hundred young seamen annually, and were the system applied to our inland industrial schools and workhouses, something like three thousand to four thousand young seamen could be annually recruited within the next five or six years, for service in our mercantile marine. Of course this extension would naturally necessitate an increase to the number of our present training ships. If we regard the matter from an economical point of

view, I may point out that if sixty per cent. of our boys, who are at present being trained in training ships, do not go to sea, the extra cost of their training in a training ship from the age of twelve to sixteen, between a training ship and a shore school, may be estimated at £20. In other words, this extra cost which is now wasted on the boys who do not find employment at sea, would to that extent be a saving to the country by the Admiralty giving the boys the supplemental training we ask. It is difficult for me to estimate the exact cost, but considering the saving to which I have already referred, I do not think the expenditure which would be entailed on the country would be more than about £20 per annum per boy for two years. In fact, the first cost to the nation would be infinitesimal compared to the importance of having British seamen to man British ships, besides being eventually an immense gain to the nation by the substitution of English for foreign labour. In conclusion, I may remark that these young seamen would probably become members of the Royal Naval Reserve; and to strive to dispel the prejudice which at present unfortunately prevails in official quarters against boys brought up in training ships, I may say that many of our boys, to my knowledge, are at present occupying the position of chief mates in large over-sea going steamers, and only a few days ago I came across an old *Wellesley* boy who was in command of a large over-sea going steamer. I notice when papers are read before institutions on the subject of our seamen, Industrial Training Ships are frequently confounded with Reformatory Training Ships, which is calculated to prejudice the former. I earnestly trust that your lordships will see your way to take in hand our Industrial School Training Ship boys, and thus transform them into a smart body of young able British seamen, whose service to their country, in time of peace as well as in time of war, would not be less great than that of the personal boon conferred upon themselves by your lordships."

Mr. Hall was supported by Sir Edward Hill, Mr.

C. H. Wilson, M.P., Sir Francis Evans, Mr. R. S. Donkin, M.P., Mr. Plummer, and Sir William Wedderburn.

Lord Spencer, in reply, admitted that the representations of such an important deputation were deserving of careful attention from the Government. He could bear testimony to the efficiency of the merchant service, and its being of the utmost importance to the British navy. The present Board of Admiralty were endeavouring to make the Royal Reserve service as efficient as possible. He admitted that no more efficient sailors were turned out than those from the training ships at Portsmouth, Devonport, and other ports. There, however, would be a difficulty of adding to the duty of training boys in the navy. He had noticed by the statements made that only forty-five per cent. of the boys in training ships followed the sea. If the demand for the boys was so great, they would have expected that all of them would have been snapped up. He did not think that the navy could undertake any large duty in practising the sailors from the training ships at sea. Any proposals brought forward in the direction suggested by the deputation should have the best consideration of the Admiralty.

Mr. Bryce and Sir Courtney Boyle also spoke, and promised to consider the views of the deputation.

A London correspondent, commenting on the interview, said,—

“The deputation to Lord Spencer was a very influential one, and the various spokesmen put their views with terseness and effect. They desire to secure an increased supply of efficient seamen for the mercantile marine and the navy, as in that way, they contend, the safety of English commerce can alone be ensured. But though they showed clearly

enough how the desired reform can be accomplished, Lord Spencer altogether failed to grasp the point. He seemed to think that, because many boys—trained in vessels like the *Wellesley*—fail to make their way into the merchant service, an extension of the system would not meet our naval difficulty. This was a very curious error for a man in his position to make. What the deputation had asked for was a continuance in Government ships of careers commenced elsewhere. By this means inexperienced lads would develop into competent seamen, and, by at once finding employment, be relieved from the temptation to drift into other pursuits. In that way they would always be available in time of war. When the point was cleared up by Mr. James Hall and Sir Albert Rollit, the First Lord of the Admiralty seemed surprised that he should have overlooked it. I can't say that the official replies to the deputation were particularly satisfactory. Having decided to build a certain number of ships, Ministers are indisposed to spend more money for their efficient manipulation at sea. Yet an ironclad without a crew does not strike one as a very useful piece of mechanism for any purpose."

On the subject Mr. Hall received the following letter from Colonel Inglis, Inspector of Reformation and Industrial Schools :—

"EASTCOTE HOUSE, EASTCOTE,

"PINNER, *September 7th.*

"DEAR MR. HALL,—I have read your very interesting remarks on the subject of manning our mercantile marine by means of industrial school ships, and there is much in them with which every one must agree; but there are difficulties in the way, as has been pointed out before. One difficulty, of course, is that you may collect a number of boys in these ships, but after all your trouble and expense you can't depend on their going to sea. I do not think the Government would be inclined to go to more expense in the matter of industrial school ships. One suggestion of Admiral Field's (and of many



other people) is that boys should be drafted at thirteen or fourteen from ordinary industrial schools. This seems a good move, if it were practical, but it is not. Industrial school managers won't part with their best boys when they are getting useful. I am sure any practical suggestions you may lay before the Home Secretary will be carefully considered. Your account of the examination of the boys by the examiner of the Liverpool Local Marine Board is most satisfactory, and disposes of the allegations made in some quarters that our schoolboys don't get properly taught.

"Yours truly,

"W. INGLIS."


## CHAPTER VIII.

### *PROPOSED TYNE MARINERS' INSTITUTION.*

“And He that doth the ravens feed,  
Yea, providentially caters for the sparrow,  
Be comfort to my age.”—SHAKESPEARE.

“The grateful hunter, when his horse is old,  
Wills not the useless favourite to be sold;  
He knows his former worth, and gives him peace  
In some fair pasture, till he runs his race.  
But has the labourer, has the seaman done  
Less worthy service, though not dealt to one?  
Shall we not then contribute to their ease,  
In their old haunts, where ancient objects please?  
That, till their sight shall fail them, they may trace  
The well-known prospect and the long-loved face.”

CRABBE

NOTHER proposal of Mr. Hall's was the union of the Master Mariners' Asylum at Tynemouth with the Tyne Aged Sailors' and Scullermen's Asylum Fund—the latter a fund formed about forty years ago by Mr. John Laing; and in 1889, when Mr. Hall took up the matter, it was under the trusteeship of the Rev. J. Fenwick Laing and Mr. Charles Laing. The fund had gone on accumulating until there was about £2281 in hand, and practically nothing was being done with it. Mr. Saunders, the honorary secretary of the Royal Alfred Aged Merchant Seamen's Institution, Belvedere, Kent, had been down to the north, soliciting subscriptions for that institution; but Mr. Hall thought the north country

people might have a Belvedere of their own. The Master Mariners' Asylum, Tynemouth, was, Mr. Hall thought, the nucleus for such an institution, and on July 28th, 1889, he addressed the following letter to *The Newcastle Chronicle* :—

“SIR,—The visit to the Tyne of the able honorary secretary, Mr. Saunders, to solicit subscriptions on behalf of the ‘Royal Alfred Aged Merchant Seamen’s Institution,’ Belvedere, Kent, an institution which gives a home or a pension to merchant seamen when old, destitute, and friendless, provided they are sixty-five years of age, and have seen twenty-one years’ service in the mercantile marine—this visit, I say, recalls to my mind that we have in the Master Mariners’ Asylum, Tynemouth, the nucleus of founding in our midst a kindred institution for our local requirements. The ‘Royal Alfred’ has at present one hundred and five inmates drawn from different parts of the kingdom, and is capable of accommodating two hundred. The Master Mariners’ Asylum was established in 1829. It is admirably situated, and has thirty-two sets of apartments of two rooms each, which, when I last visited it, were, with three or four exceptions, let to tenants belonging to the working class. It is no longer applied to the purpose for which it was originally founded, and, such being the case, his Grace the Duke of Northumberland could, I believe, by exercising his rights, appropriate the same to his own benefit. According to the treasurer’s account, made up to the end of September, 1882, which is the last account I have before me, it had a sum of £2300 invested. Five years ago I took the initiative in endeavouring to reconstitute the asylum, and a draft of a scheme was drawn up by Mr. T. T. Clarke, the secretary, Mr. Joseph Robinson, one of the trustees, and myself. It was proposed to amalgamate the Tyne Aged Scullermen’s Fund with that of the asylum, and that the asylum when reconstituted should be designated the Tyne Mariners’ Institution. The Tyne Aged Scullermen’s Fund has a history of its own

It dates from 1843. It was raised by the late Mr. Laing, of North Shields, to build and endow a hospital for scullermen who in those days were an important body on the Tyne. The scheme was, however, never carried out, and the fund to-day, which I believe amounts to a couple of thousand pounds, is invested by his son, the Rev. J. Fenwick Laing, of Caldmore, Walsall. The proposed Tyne Mariners' Institution would have had for its object:—

“1. That infirm master mariners, merchant seamen, scullermen, engineers and firemen of sea-going trading vessels, or their widows, shall have the privilege of occupying gratuitously (free of all rates and taxes) such accommodation in the institution as, in the opinion of the committee, their needs may require.

“2. That annuities be granted of such an amount as the funds of the institution will permit, and at the discretion of the committee, to aged and infirm master mariners, merchant seamen, scullermen, engineers and firemen of sea-going trading vessels, or to their widows, whether residing in the institution or otherwise.

“It will be seen that the projected institution did not overlook the claims of scullermen. Unhappily Mr. Laing does not view the matter in the same light, and objects to such amalgamation.

“His Grace the Duke of Northumberland, as well as all those interested in the welfare of the asylum, were anxious to see the projected reconstitution carried out, but unfortunately no further progress towards its attainment has been made. The amalgamated funds, together with voluntary subscriptions which would have been forthcoming from our shipowners, would have enabled the north to have had a ‘Belvedere’ of its own of which they might justly have been proud.

“Yours, etc.,

“JAMES HALL.

“TYNEMOUTH, *July 26th*, 1889.”

Mr. Laing's view of the matter may be gathered from a perusal of his last letter on the subject, addressed to one of the gentlemen interested in the scheme. The letter is as follows :—

“DEAR SIR,—I do not think I have anything to add to my former letter; at the same time, I may say that others have yet to be consulted, but that personally I feel that I must withdraw from the proposed scheme.

“What I propose is that the money should be handed over to the Charity Commissioners, and that the interest should be given to old sailors and scullermen.

“I may have to make an application to the law courts, but nothing will be done by me without the advice of the Charity Commissioners.

“Perhaps the recipients might be allowed to occupy some of the rooms of the Master Mariners' Asylum, if they so desire, but my own idea is that the building is not suitable. The Tyne Aged Sailors' and Scullermen's Asylum has a history dating from 1843, and is mixed up with other things. Ten pounds a year to about six old sailors is the best scheme I can think of, and would be an honest way of carrying out the object of the society. ‘To build and endow’ was one of the first objects. ‘To build’ is now out of the question, in my opinion, but to dispose of the interest annually is quite feasible.

“Yours very faithfully,  
“J. FENWICK LAING.”

The disposal of the interest annually had evidently not been carried out, and appeared to have been practically as little feasible as “to build and endow,” both of which purposes Mr. Hall's proposal would have embraced, and been, practically, the perfect fulfilment of the original intention of the founder. As to the building not being suitable, it was built for that purpose, and was then

occupied by working-men, and would certainly have done for infirm seamen and scullermen—as the rooms were on the ground floor, and no stairs to go up.

A public meeting held in the Town Hall, North Shields, under the presidency of the Mayor of Tynemouth, on August 26th, 1889, approved of Mr. Hall's proposal, and resolutions were passed asking "Messrs. Laing to execute a deed of trust" in order that the Charity Commissioners could deal with the money, and that the classes of persons for whom the money was collected may obtain the benefits intended by the donors of the funds. Subscriptions had, it appeared, been solicited and received, and between 1843 and 1852 about fourteen boats were built and handed over to the old scullermen, who made a good livelihood by them. "Since 1852," said Captain Armstrong, in moving the resolution, "the money had fructified until, as the mayor had said, it amounted to nearly £3000." Alderman Tate thought the amalgamation of the fund with the Master Mariner's Asylum was the best thing.

Mr. Hall was one of the committee named at the meeting to carry out the resolution, and get the money utilised for the benefit of the classes for whom it was intended. Mr. Laing, however, refused to do anything, and the matter dropped, to be revived perhaps some day in the future on the lines indicated by Mr. Hall.

## CHAPTER IX.

### NEWCASTLE INDUSTRIAL DWELLINGS.

"I have just come from the model lodging-house, the opening of which we celebrate this day, and I feel convinced that its existence will, by degrees, cause a complete change in the domestic comforts of the labouring classes, as it will exhibit to them that with real economy can be combined advantages with which few of them have hitherto been acquainted; whilst it will show to those who possess capital to invest, that they may do so with great profit and advantage to themselves, at the same time that they are dispensing those comforts to which I have alluded to their poorer brethren."— *The late* PRINCE ALBERT.

**F**ROM 1863 to 1873 was a busy time with Mr. Hall. Not one but several important schemes for the benefit of others, more than himself, were initiated by him in those ten years of his early married life. It was fruitful in good works and earnest labours. Schemes for the establishment of mercantile courts, the abolition of light dues, and of overloading, and such like measures, were accompanied by proposals for the establishment of training ships for poor boys, to be followed by homes for girls in a like condition of need or neglect, and by homes for the working classes. If altruism owes its origin to woman, —and she, according to Professor Drummond, "is the chosen instrument for carrying on the struggle for the life of others," and "had it not been for the stronger and unbreakable band which the struggle for the life of

others introduced into the world, the organisation of societies had never been begun,"—we can understand how the new life gave new aims and higher pursuits and purposes, and that one of these should be improved dwellings for the working classes.

On April 15th, 1869, Mr. Hall sent out a circular proposing to form an Industrial Dwellings' Company, Limited, like that established in London by Sir Sydney Waterlow, for providing the industrial classes with healthy and comfortable homes, which undertaking had been five and a half years in existence then, had found accommodation for three thousand eight hundred and ninety persons, invested £152,000 in the dwellings, paid to its shareholders five per cent., and put aside twenty-five per cent. of the profit as a reserve fund.

"The need of good, healthful, and comfortable dwellings for the poorer classes is not," wrote Mr. Hall, "confined to London. It is felt also in Newcastle, as well as in all our large towns. It has been estimated by Mr. Lamb, the Property Surveyor of the Corporation of Newcastle, that a block of buildings, capable of containing forty tenements, and to accommodate two hundred persons, could be built in Newcastle for a sum not exceeding £4000; and that, after making a deduction of  $22\frac{1}{2}$  per cent. for contingencies, the return upon the capital invested would be  $5\frac{1}{2}$  per cent. per annum. I propose to form a company, with limited liability, to carry out such a scheme. The capital to be £5000 in £500 shares of £10 each, to erect one block of buildings on a site such as may be found in the neighbourhood of the New Road, opposite the Ragged Schools. If, after this experiment, further operations should be decided on, the capital of the Company might be increased, or advantage taken of the provisions of the Act referred to (the Labouring Classes' Dwelling House Act, 1866) by borrowing from the



Government at 4 per cent. interest, a sum equal to the outlay in its buildings. A return of £5 1s. per cent. on the outlay will be sufficient to repay *both principal and interest* of the loan in forty years, during which period the loan is current. The effect of this would be that the buildings erected by means of the Government loan would in forty years become the unencumbered property of the Company. The construction of the class of dwellings, such as here referred to, diminishes the demand for, and lowers the price of, dwellings of an inferior character, and consequently indirectly tends to the advantage of the poorer classes generally. Sir Sydney Waterlow has expressed his opinion that by this means permanent and effective relief is conferred upon the absolute poor. And in lessening the overcrowding and diminishing the wretchedness of the dwellings in the courts and alleys in the lower parts of our towns, we are to the same extent removing a fruitful source of disease and a powerful cause of pauperism. . . I may add that, while I believe a comparatively fair return will be realised on the capital invested, it is not to be considered as an investment that I bring it before you, but as a desirable means to abate evils existing in our midst, and which require such agencies to cope with them."

Business and philanthropy were here combined, but the latter was the chief end in view. The proposed site of the dwellings was close to one of the worst and most crowded parts of the town, in which there were narrow lanes and streets, built or laid out, when the inhabitants had to live for safety within the town walls—such places as Sandgate and Pandon and the "chares"—narrow lanes running at right angles from the quayside, the dwelling-places of the men that were employed in connection with the shipping warehouses and works in the neighbourhood. Fever and cholera and other diseases played havoc with the dwellers in such confined places.

The proposal was well received. *The Northern Daily Express* of April 17th, 1869, said :—

“Perhaps the greatest reproach to our modern civilisation is the manner in which our poorer classes are housed. . . . Some time ago a scheme was proposed for the erection of working-men’s houses in Newcastle, but being ridiculed and postponed, as such things not unfrequently are, by the wise-acres who hold the reins of local government, it fell to the ground. We are rejoiced to learn from the circular to which we have previously alluded, and which bears at its foot the name of Mr. James Hall, to whose philanthropic efforts we already owe the *Wellesley* Training Ship, that a company is about to be started in Newcastle having for its object the erection of working-men’s houses. We call on our readers to examine into the scheme, and to lend a hand to the company; not for the sake of the dividend to be derived from it, but for the higher considerations of decency, order, morality and philanthropy. It is not a mere Building Society which is to be established; it is an impulse to civilisation which is about to be given. Who will not wish its projector success?”

The outcome of this appeal to the pockets, but chiefly to the philanthropy, of the men of Newcastle, resulted in a hearty response from the leading men of business in the city; and a meeting was held in the Mayor’s Chambers, Guildhall, on June 2nd, 1869, under the presidency of the Mayor, Mr. James Morrison; and among those present, in addition to the promoters, were Dr. Bruce, the Rev. J. C. Street, and Messrs. C. J. Gibb, M.D., W. S. Daglish, W. Dickinson, J. O. Scott, H. Clapham, H. Watson, T. Pumphrey, J. Rose, G. Luckley, E. Richardson, M. Havelock, J. G. Youll, W. Willoughby, A. Carse, and J. Price. Several of these men of business, but men of feeling, have gone

to their reward. The Mayor said that "their friend Mr. Hall, who had succeeded in a great deal that was excellent and philanthropic, had along with some of his friends cast their eyes a little further forward, and now proposed to build good houses for the working classes. They were now attempting to combine philanthropy with utility and commercial advantage"—the best form of philanthropy, blessing the receivers without pauperising them. Efforts in this or a similar direction had been made before in Newcastle, but without success. The Rev. J. C. Street, referring to previous attempts, trusted "the present effort, with Mr. Hall—who had won his spurs in the work he had done in this borough—and other gentlemen to carry it out, would be more successful." Mr. Ridley, of London, had on a previous occasion offered to place at the disposal of a committee £5000 for a similar object. The Rev. Dr. Bruce, "the historian of the Roman Wall," said "he wished it to go forth that the enterprise was indubitably to be a success. The two former attempts fell through, but this, the third attempt, must be a success. He believed the promoters had no doubt that the movement would go forward. Mr. Hall was a man who did not lightly begin any enterprise (hear, hear), he counted the cost before, and when he planted his foot he resolved to stand his ground (applause). He believed all people who had experience in benefiting their species knew full well that they must be able to withstand a large amount of indifference and of coldness. They frequently had the left shoulder shown them, and a great deal of cold water, and sometimes dirty water, thrown on them."

These remarks, which show that failure had attended previous efforts, but that the speakers had great confidence in Mr. Hall's power, perseverance, and influence

to make the present effort a success, were made after Mr. Hall had explained his scheme and moved a resolution to that effect, which was seconded by Mr. W. S. Daglish. In moving the resolution Mr. Hall pointed out what had been done in London and more recently in Leeds, and quoted from a paper by Dr. Clifford Allbutt of Leeds as to his purpose in entering into this new undertaking :—

“ If a widow woman, with five children and her old mother on her hands, live in a cellar, no speculative builder will be tempted to help her out of it. How then are we to act ? . . . The neglected poor become, under conditions of foul dwellings, foul air, and foul water, the cause of a vast amount of disease. It has been shown over and over again that the deaths of children under five years of age are almost three times as frequent in the population of crowded courts and narrow alleys as they are among the families of the rich. And how much maimed life does this death-rate represent among the survivors ? Again, of the terrible destruction of all sense of decency which results from the indiscriminate housing of the sexes, too much is known now to need repetition from me. We have, then, this state of things to deal with. A community, which must look to a collective life, cannot exist as a mere aggregation of individuals, it has in the midst of its own body a mass of its members subjected to directly poisonous agencies. These agencies are destructive not only to physical health, but to moral health, upon which the vigour and the cohesion of a social body directly depends. This physical and moral mischief is fearfully costly.”

Mr. Hall further said,—

“ If the experiment succeeds, I think it will serve to pave the way to the erection of other blocks, not only in our own town, but in other places.”

There were grounds for fearing that the project might not succeed, although at that time one-third of the shares had been applied for. For as *The Daily Chronicle* said after the meeting :—

“Not long ago a movement in the right direction, and on the soundest economical principles, was set on foot by certain gentlemen in Newcastle; but it failed to obtain sufficient countenance from those who could have carried it to a successful issue. The Rev. Mr. Street originated that movement, and was ably seconded in his advocacy of its merits and claims by the Rev. Dr. Rutherford, Mr. Ald. Bell, and the late lamented Mr. John Mawson. Still more recently an effort was made to establish a sort of Co-operative Building Society; but notwithstanding the generous offer of Mr. Ridley, formerly a townsman, but now resident in London, to place £5000 at the disposal of the company, the scheme never came to maturity.”

More than money is wanted in all such undertakings, as the above instances show. More than even men of position and men that are popular; for the first effort above mentioned was not wanting in either. It is necessary to have a man at the head of it who is in earnest about it, and determined to devote time and energy, as well as money, towards its accomplishment—men who, as the late Dr. Bruce said, “had counted the cost before, and when he had planted his foot resolved to stand his ground.” Such a man was Mr. Hall, and success in this, as in most other efforts, crowned his labours—labours begun in the interests of the working classes, and which worked out in the end the social as well as the financial results predicted by him. As *The Northern Daily Express* said at the time :—

“It is undoubtedly true, as stated by Mr. Hall in his

address, that whatever may be the efforts made by the legislature to better the condition of the workman, there is no influence more potent than to place him in a decent house. The influence of the dwelling upon the man is, indeed, an influence which can scarcely be measured or explained. . . . No extension and adaptation of mechanics' institutes ; no universal suffrages and rights of voting ; no ballot boxes and no trades unions will raise the working-man half so much in the scale of society as decent and fit dwellings, fresh air, and clean food. If the miserable political orators who go about from town to town would devote half as much zeal to bettering the houses of the working-man, their lives might not be quite so much a humbug and a failure. If cleanliness be next to godliness, health is the handmaiden of prosperity, and a cleanly swept floor and a bright fire are good aids to the cause of sobriety and decency. We therefore rejoice to see the action taken by Mr. Hall."

The "political orators" had been interested in kindred movements, as we have seen, but they had not gone into this social question as they went into political agitations ; that is evident, otherwise they might have succeeded. About that time *The Newcastle Weekly Chronicle* offered prizes for the best essays on the housing of the working classes ; and the first prize was given to Mr. John Burnett, who afterwards became the leader of the Nine Hours' Movement, then the secretary of the Engineers' Society, and is now a Government official in the Labour Department of the Board of Trade. That essay, which was awarded by the then editor of *The Chronicle*, brought him before his fellows and the public, and made the man. The second prize was given to Mr. Lloyd Jones, an old chartist and active politician. So the politicians were becoming alive to the need of improved dwellings ; but the practical, persevering man,

and the man also in whom the public had faith, was wanted ; and he was found in Mr. Hall. We quote the above passage because the movement was started under some opposition. The Mayor had unfortunately complained about the working-men not being present—it was a midday gathering—and said that the working-men would gladly permit others to do everything for them, but they would do nothing for themselves. Mr. James Watson, a leading Radical, defended the working-men, and the controversy extended to the leading columns of more than one newspaper. This episode did not help to remove the obstacles that the preceding sanitary reformers had found in their attempts to improve a condition of things that needed remedying, and which was denounced twelve months later, on the visit of the Social Science Congress, by Mr. Godwin and Sir R. Rawlinson, the great engineer, in language as strong as it was pointed, and unfortunately true.

The company was constituted, and a premium of £20 was offered for the best design for the buildings, which were opened on September 1870 by Mr. James Morrison, the Mayor of Newcastle, and attended by a deputation of the Social Science Congress, then holding its sittings in the town, and before which Mr. Hall read a paper on “Improved Buildings for the Working Classes.” The buildings were so much appreciated by the class for which they were intended that there were always more applicants for rooms than vacancies in the buildings, and in 1872 it was determined to extend them, under the provisions of the Act of 1866. A further extension took place in 1878, and the building was then completed within the bounds of the land that had been purchased. The following is a description of the building as then completed :—

"The original block, which comprises three distinct sections or houses, is built of rubble and faced with brick, and is four stories in height; in it there are twenty-six sets of dwellings of two rooms each, and one of three rooms—in which are included two shops. There are also seventeen sets of dwellings of one room only, but which are really as large and convenient as many two-roomed dwellings, each containing a spacious pantry, and also two closets by the fireplace. The arrangements at the south front consist of two sets of double-roomed dwellings, and two sets of single rooms to the rear on each landing, making a total of four tenants only on each flat. At the east angle of the buildings, as on the west side, there are only three tenants on a landing, all being to the front. The upper dwellings are approached by stairs four feet wide, made of W. B. Wilkinson & Co.'s granite cement, which after eight years' use has been found to answer the purpose admirably. The stair walls and passages are cemented to the height of five feet, which prevents unsightly damage to the walls by 'shifting.' There are two water-closets with double doors on each landing. There is also on every landing a convenient sink and water-tap, and one of MacFarlane's dust hoppers by which all ashes and refuse find their way into the dust-pits in the yard. There is gas on every stairhead, which is lighted from sunset till ten o'clock every evening except Saturday, when it is kept lighted an hour later! Each house or section of the block has a washhouse and drying yard behind it, for the use of the tenants on certain days assigned to each flat, which prevents inconvenience, overcrowding, etc. The wash-houses are fitted up with fixed tubs, set-pots, scrubbing-tables, etc. . . .

"The new extensions, which immediately adjoin the old block on the west, are built of brick, and form separate sections or houses; the centre section, which is six stories in height, being surmounted by a mansard roof with dormer windows and ornamental balustrade. The other sections are only four stories high, and the elevation corresponds with the



old buildings. The general arrangement of each landing consists of two sets of dwellings of two rooms each to the front, and two sets of rooms each at the back—except at the west wing in Tower Street, where there are no back rooms, and where also the dwellings vary considerably in size. The average size of the front kitchen is sixteen feet by fourteen feet. They are conveniently fitted with a good oven and an open range; they have a coal-closet, etc., close at hand, and a spacious pantry with three tiers of shelving, well ventilated with good-sized windows to the front. The bedrooms average sixteen feet by nine feet, and each has a neat sham register stove grate to promote due ventilation. The rent charged for the accommodation varies considerably according to the size and situation of the rooms; the single rooms, replete with every convenience, being let at 3*s.* and 3*s.* 3*d.* per week; the two-roomed dwellings range from 3*s.* 6*d.* to 5*s.* per week, the latter being very large and convenient rooms. The higher stories are the cheaper, and from these splendid views of the town, or the Tyne and the surrounding districts can be obtained. The new block contains altogether sixty-four distinct tenements, in which are also included five convenient shops to be devoted to useful trades to satisfy the wants of this model community. There are thus, with the forty-four tenements in the old block, a total of one hundred and eight separate dwellings, or accommodation for four hundred and fifty persons. As may be imagined, in a place where so much attention has been devoted to sanitary matters, sickness and the death-rate has been reduced to a minimum. One of the most interesting features attached to these buildings is a large room, fifty-one feet by sixteen, situated in the centre of the block, which is to be devoted to a variety of useful purposes for the social recreation and mental instruction of the tenants.

“It is noteworthy that the nearest licensed houses or beer-shops have either been shut up or have changed their tenants repeatedly since these new dwellings were erected. On the other hand, schools have increased, and new mission rooms

have been opened. The Presbyterians have just built a commodious mission-house, while St. Cuthbert's Church has been built."

The opening took place on June 3rd, 1879, the Mayor (the late Ald. Robinson) presiding. He remarked that the death-rate of Pandon was upwards of twenty per cent. more than the average of the town; and Dr. Bruce referred to the impossibility of a working-man with a family, and having only £1 or £1 5s. a week, being able to do the simplest justice to his children in the way of providing food, clothing, and education, and saving money for the purchase of a house.

The company paid its promised five per cent., obtaining part of the required capital, £11,000, for the extension from Government at four per cent., which, at £5 1s. 0½d. per cent. per annum, would repay—principal and interest—in forty years; and so the company has gone on.

The undertaking was much needed. Mr. Hall, at the first annual meeting, said,—

"He had spent a good deal of his time abroad, and since the commencement of the present year" (the meeting was held in September 1871) "had travelled over the greater part of Europe; and he would make bold to say that there were to be found within a stone's throw of where they were meeting" (the Guildhall, Newcastle), "men, women and children living under conditions which would not be tolerated in any other part of Europe. There were human beings living under conditions which generated disease, and where children, from their infancy, were familiarised with every form of vice and crime. Excellent measures were passed by the Legislature, but from some sentimental regard for the liberty of the subjects on the part of those who had to administer the laws, the labours of the Legislature were too frequently rendered nugatory."

Overcrowding in old buildings, that had stood in some instances for two centuries or more, existed in Pandon, a pretty valley, at the upper part, even forty years ago ; but now the lower part was beneath the shadow of the high embankment of the railways, and the houses packed close together. So old were these that in 1876 one of them fell down in sheer rottenness, and several people were killed. This house and others had been reported on by the sanitary officer of the Corporation. Much of that property has since been swept away and the valley filled up and levelled to the height of the neighbouring banks, the general level of the town.

Not content with what he had done, but seeing the need for much more being done, Mr. Hall urged, in 1873, the Corporation to take advantage of the "Labouring Classes' Dwelling Act, 1866 ; and in 1874, at the annual meeting of the Industrial Dwellings Company, moved that a deputation wait on the Corporation and urge them to carry out the provisions of the Act ; Dr. Gibb, one of the leading medical men of the town, and Mr. J. O. Scott, a member of the Corporation, supporting the motion, which was adopted. On December 6th, 1872, a letter from the pen of Mr. Hall appeared in *The Times*, in which, after quoting the saying of an eminent statesman "that pauperism is not so much a question of wages as of dwellings," and regretting that so "little or nothing is done to meet the wants of those who have neither the power nor the will to help themselves," he drew attention to the powers conferred upon municipalities, and manufacturing and other business companies or associations under the Labouring Classes' Dwelling House Act, and gave the results of the experience of the experiment which had been made in Newcastle under his direction, and which had confirmed the experience

of Sir Sydney Waterlow, that "this class of property can be built to yield an adequate return on the capital invested"; but emphasising the fact that "if it be left solely to private enterprise to provide such dwellings, private enterprise will fail to supply the need"; adding, "Small as our capital is, a portion of it yet remains to be subscribed, and it may be fairly inferred, if not confidently stated, that the shares of such a company are not popular as a monetary investment." That, be it remembered, was in 1872—not in 1892 or 1895, when capital with difficulty finds employment at two per cent. Mr. Hall continued :—

"Building and other societies are doing a great deal for the skilled labourer; but if the social condition of our poor is to be raised by the influence of healthy houses, it will be found that the remedy does not lie in benevolent enterprise alone, but with our local legislators and public companies, landowners, and private firms. In the interests and comfort of the community some of our Town Councils have wisely taken into their own hands the supply of water and gas—an example which most towns would do well to follow. It is computed that we lose annually one hundred thousand lives by preventible diseases, and millions of money in consequence of these deaths, and of premature disability in cases where death does not ensue. The cause of so much death and sickness may in a great measure be attributed to the unhealthy homes in which so many of our fellow-creatures pass their lives, not to speak of the misery and crime such homes engender."

And he closed by saying that "those who have the power under the Act would consult the best interests of their constituents by providing healthy homes for our poorer brethren."

He followed this appeal to the municipal bodies

generally by one especially addressed, in the local journals, to the Corporation of Newcastle, pressing that body, in the face of the high rate of mortality that unfortunately prevailed in Newcastle, and was admittedly due to overcrowding, to take advantage of the powers of the Act ; and in his usual practical, business, and counting-of-the-cost manner he wrote :—

“A sum of £50,000 borrowed by the Corporation, and a like amount advanced by the Government, would enable accommodation to be provided for about three thousand five hundred adults and children. These remarks are applicable to any body corporate, but they in a special manner apply to the Corporation of Newcastle, whose estimated revenue for 1872 was for rents, tolls, etc., £38,500, as against £41,800 to be raised by the rates. I am not aware that any other corporate body in England, with possibly the exception of the City of London, is placed in so favourable a position, and has the means of borrowing so advantageously.”

This appeal, backed by the reference to the often “unenviable position of having the highest death-rate of any town in the kingdom,” which Newcastle frequently possessed, had no effect upon the corporate body, in which, it is to be remembered, as in all corporate bodies, men as builders or property owners, or investors in building operations or ground rents, are generally as numerous and as influential as lawyers in the imperial Parliament ; and anything tending to interfere with their interests or lower the rents was not likely to meet at least with their eager support. Besides, it takes much earnest effort to move a corporate body when there is no self-interest to be touched.

The need for a further extension of such efforts still continues, as the ominous returns of the death-rate of

Newcastle show, and a resident of the homes wrote to the leading newspaper, closing his appeal, which was a reply in a correspondence on the subject in 1889 thus :—

“I have resided for fourteen years in the Newcastle Industrial Dwellings, which, with other useful institutions in this district, owe their existence to the exertions of a Churchman, Mr. James Hall. For nearly twenty years past these buildings have been under the able management of another Churchman, Mr. John Price, who, I regret to learn, is now retiring from his post through ill health. He has been happily supported in this good work by persons whose philanthropy is not strictly bounded by creeds, and who cordially unite with Churchmen in almost every laudable effort. The fact that during the past year there was only one death in these large buildings is a pregnant text that speaks volumes to the thoughtful.

“WILLIAM GRANT, 1, Industrial Buildings.”

The manager, Mr. John Price, worked cordially with Mr. Hall, and took great interest in the work in which he was engaged, carrying out Mr. Hall's suggestions, and finding support from Mr. Hall in anything he himself had to suggest for the comfort or recreation of the tenants. In the large hall, during the winter, weekly lectures and concerts were given, Mr. Hall delivering a lecture on the Holy Land, with dioramic views, and taking part in other meetings and entertainments. Temperance meetings were held, and religious services given, while Mr. Price got up an exhibition in the buildings of window plants, of home-made window vases, and baskets of wild flowers ; and prizes were given with a view of encouraging, or rather gratifying, the taste for the beautiful in nature, which is common to humanity, and finds expression in the bits of earth,

which the denizens of our slums can call their own, hung from their windows, and where common creeping plants gladden the eyes of young and old who are compelled to live far from field and flower. Look at the pride and pleasure the children have in gathering and bringing home handfuls of simple grasses and wild flowers, buttercups and daisies—sweet to them as the orchids of the rich ! A workmen's club was, in 1893, opened in the Dwellings. Mr. Hall, who presided, presented to the club a number of high-class monthlies, and thirty volumes, including the lives of eminent Englishmen. There was also provided a billiard-table, but there was to be no gambling, swearing, or drinking. Tea, coffee, and unintoxicating drinks were to be provided at Lockhart's prices. The rooms were to be also open on Sunday evenings ; and once a week in the afternoon there was an "at home" for the women. With all these advantages Mr. Hall thought there would be no need for the men to drift about the streets and into the public-houses. The charge was a penny a week, and a committee of the "house" had the management of the club.

What other efforts were made may be inferred from the following description of one of their New Year's treats (1893) :—

"Through the kindness of Mrs. James Hall, Tynemouth, the whole of the tenants were entertained to tea in the large club room, which has been generously provided by the directors for the comfort and amusement of the tenants. The following ladies kindly assisted at the tea-tables :—Mrs. Ochiltree, Mrs. Hall, Misses Hall, Phillipson, Swan, and Herberts. After the tables were cleared a concert was held, presided over by Mr. James Hall. The following ladies and gentlemen succeeded in making this concert one of the most successful ever

held in the district :—Mrs. Hall, and Misses Hall, Phillipson, Swan, Miller, and Herberts, and Messrs. Linklater, Calder, McGorry, Morgan, Anderson, and Miller ; Miss Hall presided at the piano. And in such a way was brightness and pleasure brought to the homes of the poor ; the best amateur talent of the district being voluntarily given for their entertainments.”

What we have told embraces only a small portion of the work that was done, and bound to be done, in calling into existence and carrying on for twenty-five years this undertaking alone—to say nothing of others in which Mr. Hall took an equally prominent part ; and in this case Mr. Hall entered upon it long before the recent “slumming craze,” as Mr. Price once called it, showed itself, and became fashionable ; or a matter of earnest thought by men and women who had followed in the footsteps of Mr. and Mrs. Hall, and yearned to make the lot of their not so favoured fellow-citizens less sad and sorrowful than they found it to be ; or by those who seek to deal with the truly socialistic question—the homes of the people—with which our corporate bodies have not yet dealt. As Mr. John Glover, an eminent chemist, and an active coadjutor with Mr. Hall in his good works, once said at a meeting of the Dwellings : “He had not a word to say against providing parks and libraries ; but what would they think of the man who provided himself with a splendid park and library, yet at the same time was content to live in what was no better than a mud hovel ? They would say the man was a fool. The Corporation had taken that course with the people.”

During the severe weather in the winter of 1892 thirty gallons of good soup were given away daily at the Dwellings through the generosity of Mr. Hall to the destitute, or sold, including a penny cake, at a penny a



quart to those able to pay—Mr. Hall believing firmly in people helping themselves if they can—one of the large washhouses of the Dwellings being converted into a kitchen. Bread and soup were, however, given to any deserving cases, irrespective of class of workmen or creed.

*The Building News* of September 7th, 1877, took notice of some remarks on Art and Architecture made by Mr. Hall at a meeting of the Newcastle Improved Dwellings Company.

“He remarked,” it said, “that any one who travelled much abroad, particularly in France or Italy, on returning to this country must be struck by the meagre artistic taste which, as a rule, was displayed in our street architecture. It was a mistake to imagine that artistic effect could not be produced without incurring extra expense. A beautiful house, designed by a true artist, need not cost any more than an ugly one; beauty did not consist in a profusion of useless ornamentation, which was sometimes used to cover serious defects; but could be produced by the use of simple lines and curves which were equally as effective as the most elaborate carvings, when guided by a master hand. When on the Continent he had frequently noticed how artistically the most trivial details of domestic architecture were treated, which seemed to give a charm and attraction to houses which were not generally experienced here. There was an affinity between the outside appearance of houses and the social habits of the inmates which was not thoroughly understood. They should remember that home was the place where our dispositions to good and evil, which characterised after life, were first formed and nurtured; therefore, one of the best ways to improve a working-man, socially and otherwise, was to render his home attractive both inside and out, that it might become a positive pleasure for him to return there after his daily labour, which he regretted to say was not always the case. He saw no reason why workmen's dwellings should not be rendered as attractive as the residences

of the rich, by more artistic treatment of the materials at command and their proper adaptation to the requirements of that class of tenants. He would be glad to see further improvements made in this direction, and felt assured that the results would prove satisfactory from all points of view."

The remarks, it will be seen, were not simply on art and architecture, but on the social and moral effects of the lines of beauty on the lives of those to whom they appeal, good buildings and good lives being in a measure associated together. We are just beginning to realise that we live in a world of beauty, and that the beautiful is one of God's modes of appealing to the good in man. The best of everything is always the most beautiful—that is, most true to the laws of nature, which are the laws of God ; and God and goodness are in one respect synonymous terms.

## CHAPTER X.

### *TECHNICAL EDUCATION AND TEMPERANCE EFFORTS.*

"Alas!—the evil which we fain would shun  
We do, and leave the wished-for good undone!  
Our strength to-day  
Is but to-morrow weakness, prone to fall,  
Poor, blind, unprofitable servants all  
Are we alway.

"Yet who, thus looking backward o'er his years,  
Feels not his eyelids wet with grateful tears,  
If he hath been  
Permitted, weak and sinful as he was,  
To cheer and aid, in some ennobling cause,  
His fellow-men?

"If he hath hidden the outcast, or let in  
A ray of sunshine to the cell of sin—  
If he hath lent  
Strength to the weak, and, in an hour of need,  
Over the suffering, mindless of his creed  
Or home, hath bent,

"He hath not lived in vain, and while he gives  
The praise to Him, on whom he moves and lives  
With thankful heart,  
He gazes backward, and with hope before  
Knowing that from his works, he nevermore  
Can henceforth part."—WHITTIER.



AMONG minor matters to which Mr. Hall directed his attention—perhaps not minor in their character but in their results, so far as his labours were concerned—was a proposal in 1874 for the establishment of a Marine Officers'

college-ship on the Tyne. The reasons for making the proposal were given in a letter addressed to the *Newcastle Journal* on January 24th, 1874. They were—

“The difficulty which is experienced in providing properly qualified officers for merchant vessels—a difficulty which, from the absence of that training which was received on board our sailing vessels, must increase as steam supersedes the sail—induces me to unite the co-operation of all who are engaged in the shipping interests of the Tyne, in the establishment of a school upon the principle of the *Worcester* on the Thames, and of the *Conway* on the Mersey, for the education and training of youths of respectable parentage destined for a seafaring calling. A seafaring life offers at the present time advantages hitherto unknown in the mercantile marine. Yet whilst our vessels have within the last few years been increasing in size and value, it may be said (speaking generally) that our officers have not received that education which, from the increased importance of the trust confided to them, it is essential that they should possess. There is, perhaps, no position for which a preliminary training is more indispensable than the command of a merchant ship, and there is certainly no profession in which those who follow it are charged with so large a degree of uncontrolled responsibility or in which life and property so frequently depend upon individual judgment and decision. The object of the institution would be to supply scientific and highly trained officers for our mercantile marine.”

The proposal was to get the Admiralty to hand over to such an institution a ship like the *Wellestey*, for which about £2000 would be required to fit her for the purposes of a college-ship ; subscriptions would be required until the full complement of students was obtained, when the annual charge of fifty guineas might meet the needs of the institution. Mr. Hall had obtained the

support of such a scheme of some of the leading ship-owners and shipbuilders and merchants on the Tyne,—and *The Shipping Gazette* supported it. At that time there was a Bill before the American Congress, for placing a suitable vessel with all needed appliances, to be used in establishment of public marine schools in some of the principal ports, upon the condition that the States in which the said ports are situated shall establish at their own expense a nautical school for the education of American youths, desirous of entering the Merchant Service, in scientific and practical navigation.

In 1885 Mr. Hall advocated the establishments of Apprenticeship Schools—really Technical Schools—in a letter to the local press, crammed as usual with facts and figures, arguments and illustrations favourable to his proposal; a proposal which is now being carried out in many places. He based his suggestions upon the experience in France in regard to such schools during the previous fifteen years. The letter was a most interesting one, and will bear quoting, for the information it contains as well as for its advocacy of such schools:—

“On the approach of the Germans in 1870 to Paris, a schoolmaster, residing in the suburbs, took refuge in the capital. He was appointed by the authorities to take charge of an elementary school in the Rue Tournefort. This schoolmaster united with the aptitude of his profession great skill as a handicraftsman. He was particularly clever in joinery and woodwork, as well as in bookbinding. He took every opportunity to inspire a similar taste in his pupils. The elder boys found it a great pleasure to go on the Thursdays to help their master, and to exercise under his eyes their strength and skill. It was about eighteen months after the humble school (which was situated in an out-of-the-way locality) was esta-

blished, thanks to the intelligent direction of the working schoolmaster, that a professor of the law, a member of the Municipal Council of Paris, M. Léveillé, in a visit that he made to the Rue Tournefort, noticed the tools of the master and the productions of his skill. The Municipal Council of Paris, desirous of associating themselves with such a work, voted immediately in 1873 a grant of 5000 francs, which since 1875 has been increased to 8000 francs. The apprenticeship school has been carried on under the auspices of the delegates of the Fifth Arrondissement (ward). The apprenticeship extends over three years. At the commencement the number of pupils was small; at first there were only seventeen scholars, at the end of one year the number had increased to one hundred and fifty. To be admitted to the school the student must be thirteen years old, and not exceed sixteen. The education is gratuitous; it is twofold—general and technical. A technical education comprises, as in the Tournefort School, the study of tools, of raw material, of products; in fact, all that is wrought up in practical work. In 1873 there were only two apprenticeship schools in Paris. Ten years later the Municipal Council, seeing the results obtained, had established twenty schools upon the model of that of the Rue Tournefort; and to-day the Government, recognising the importance of such a method of instruction, combining, as it does, theory with practice, are going to establish a normal school for handicraft instructors. Undoubtedly the new normal school will not be destined to supply instructors to Paris alone.

“The establishment of a central normal school will, in the mind of the Government, have for its aim to provide for all the towns and communes of France, who will make application for special and certified instructors, in order to spread in the departments the new mode of instruction of which Paris will not be the only city to benefit.

“It need scarcely be remarked that what is practicable by our French neighbours can be equally accomplished by our-

selves. There is an old proverb, that the most difficult mountain to cross is the threshold. The example of the humble schoolmaster in the Rue Tournefort has shown how it is possible to overcome it. There are thousands of boys in our streets who have neither the opportunity nor the means of learning a trade, and whose future is thereby seriously prejudiced. The struggle for existence is a hard one. It is not sufficient in these days merely to know how to read, write, and cipher. The boy who has a trade at his finger's ends has at least the means of being able to earn an honest living. I venture to commend these apprenticeship schools to the consideration of all who take an interest, not only in our juvenile community, but in the future welfare of our country."

Mr. Hall was before his time with this letter. He saw what was coming or must come. Apprenticeships, and the learning of trades—a religious duty with Jews and Germans, from prince to peasant—ought to be the duty of Englishmen.

The Lockhart movement is a great one,—in providing cheap refreshment rooms on temperance principles for the people ; but it would have been anticipated in Newcastle by Mr. Hall, save for the fact that Mr. John Price, the resident agent of the Industrial Dwellings, to whom Mr. Hall entrusted the task of finding suitable premises on Newcastle Quay to make a start, was unable to do so. As Mr. Lockhart first established his coffee-room at the Liverpool Docks, so Mr. Hall seems to have had the same idea of commencing with the waterside labourers.

In 1876 Mr. Price, in a letter to the *North of England Review* (February 4th), referred to this intention of Mr. Hall, saying,—

"I think, in justice to a gentleman, whose various philanthropic labours are not less known than appreciated, it should be stated that several years ago, before the present British

workman public-houses were promoted in this town, Mr. James Hall recognised this great want, and expressed his desire to see such a place established on the Quayside. Furthermore, he communicated his views to the then secretary of the Newcastle Temperance Society, as well as to other friends, and also intimated his willingness to contribute handsomely to the funds requisite for so laudable a purpose."

In 1872 Mr. Hall presided at a *soirée* and public meeting in Newcastle Town Hall, to carry forward and extend the British Workman Public-house Movement, and an association was formed for that purpose, Mr. Hall being elected treasurer. The meeting was addressed by the Mayors of Newcastle and Gateshead, and the Ven. Archdeacon Prest and the Vicar of Newcastle. The Mayor of Gateshead remarked that on the first day that he sat on the Bench as chief magistrate of Gateshead, every case, without a single exception, was for drunkenness. Now if all licensed public-houses could be replaced with "British Workman" houses in all our large towns, what a change there would be! In a short time there would be very little for magistrates to do. In fact, like Othello, their occupation would be gone; they might then disband more than one half of the police force. Mr. Hall said, "These houses, it should be borne in mind, would do more to check pauperism and crime than the most sanguine of them could describe." He further remarked that "the highest patriotism was in furnishing assistance to remove the stumbling-blocks in the way of the masses, and cause them to be free, intelligent and happy."

The movement, in various forms, has gone ahead—not only in Newcastle, but in all our large towns and in the metropolis, where Lockhart's, the Aërated Bread Company, The British Tea Table, the Vegetarian Dining



Rooms, and other like enterprises, have done much to carry out the idea expressed by Mr. Hall more than twenty-five years ago, of providing cheap food and non-intoxicating drinks for the people ; and the beneficence and benefits of the movement are being seen and appreciated very much, and by more than the working-men—the city workers of all classes.

Mr. Hall was always ready to give his aid to a good cause. When the Congregationalists of Tynemouth made a move in the like direction, the pastor, the Rev. Alfred Norris, wrote as follows :—

“ 8, DAWSON SQUARE, *December 7th*, 1877.

“ MY DEAR SIR,—A few of us connected with the Congregational Church have long felt the need of some refuge for the young mechanics of the town, where they might escape the evils of the public-house. We have just secured a couple of small rooms in the Middle Street, and are having them fitted up as a reading or class room. The whole affair is very small and humble, but we think it is better than nothing. and may be the beginning of better things. My object in writing to you is to ask if you will kindly give us a short opening address, of some thirty minutes or so, on Tuesday evening next at 6.30.

“ I have long known that you are one of the (far too) few who are practically interested in such things, and I trust you will accept this as my apology for addressing you.

“ Hoping you may thus be able to help us,

“ I am, my dear sir,

“ Faithfully yours,

“ ALFRED NORRIS.”

French legislation has always, since he visited France, had an interest for Mr. Hall, and he has been broad enough, in spite of his conservative and British sympathies,

to take a lesson from our erratic and theoretical, but often practical neighbours; and in 1873 he published in the local press an abstract of the French law for the suppression of drunkenness, prefacing it with the remarks that "if it be found necessary in France to impose such responsibilities upon publicans, and to deal so severely with drunkards and publicans who transgress the law, how much greater need is there amongst us that the restraints and regulations of the Licensing Act, 1872, should be strictly enforced"—adding as a special reason for putting the French law before the people of Newcastle: "It is no figure of speech to say that you may travel twenty years in France and see fewer drunken people than may be seen in as many minutes on a Saturday evening on the Central Station of our town." The powers of the French authorities are very stringent. For drunkenness a first conviction would entail a fine of from one to five francs; a second conviction within twelve months imprisonment of six days and a fine of sixteen to three hundred francs; and a third offence within twelve months of the second the maximum penalty, which might be increased to double the amount just quoted; and for the second conviction the offender be deprived of his privileges as a voter, or right to be a candidate for any public office, be on a jury, or hold a gun license! All publicans who supplied drink to intoxicated person or persons, or allowed them to be on the premises, or to minors under sixteen, were liable to a fine of one to five francs; for a second offence within twelve months from six days to one month's imprisonment, and a fine of sixteen francs to three hundred francs, with a doubling of the penalty for a repetition of the offence in twelve months, and to be deprived of the same rights of citizenship as the persons found intoxicated a second time;

while the court could close the house for a period not exceeding one month, or the prefect might close it indefinitely in the interest of the public. The court might also deprive the publican of the license to sell drink to be consumed on the premises. The court might also order its judgments to be posted in such numbers and places as it should direct. Smart regulations for very common, but serious, offences.

In 1888 Mr. Hall was interviewed by a *Newcastle Chronicle* reporter on the subject of the drunkenness of the city of Newcastle and its cure—a subject then agitating the public mind of the district. He expressed his views thereon to the following effect. “The legislature should strike at one of the roots of the evil by doing away with long bars. Public-houses should be places where people could have respectable lodgings and be boarded, and neither drunkenness nor bad language be allowed. The long bars were a source of frightful evil,—men and women leaving them in a drunken state as early as nine o’clock in the morning, whilst their children were playing about the gutters in rags and tatters. Could it be wondered at that these little ones should grow up in vice and misery, and become thieves and prostitutes? He had travelled nearly all over Europe, and did not know any place where there was so much real misery brought about by drink as in that district. He had something like five hundred boys and girls to look after, many of them brought to him through the neglect of drunken parents; and yet the *Wellesley* and the village Homes were doing only a tithe of the good that ought to be done by the community generally. The Legislature should have powers to lay hold of children, and take them away from the evil influences of drunken parents, making such parents contribute to their maintenance.

The drunken parents were a trouble even when the children got into the Homes. As an instance, one drunken mother persecuted him by sitting on the doorstep of his residence, and following him in the streets, insulting and reviling him, because her daughter was removed to Whitley, and she was not allowed to take the girl to what she described as a paradise of a home, which on being visited was found to be a wretched garret ! The great question was for the Legislature not only to promote measures to cure drunken men and women—good and laudable as the object might be—but to see that their offspring were removed from the temptations of drink. Otherwise the evil would increase tenfold as time rolled on.”

## CHAPTER XI.

### *MISCELLANEOUS PUBLIC LABOURS.*


"Workman of God! oh, lose not heart,  
But learn what God is like;  
And on the darkest battle-field  
Thou shalt know where to strike.

"Thrice blest is he to whom is given  
The instinct that can tell  
That God is on the field when He  
Is most invisible.

"Blest, too, is he who can divine  
Where real right doth lie,  
And dares to take the side that seems  
Wrong to man's blindfold eye.

"For right is right, since God is God,  
And right the day must win;  
To doubt would be disloyalty,  
To falter would be sin."

FABER.

R. HALL performed many other duties of ordinary civic life, as well as presiding at meetings, apart from those connected with the institutions with which he was especially identified, for which he was always getting up some entertainment, lecture, or concert, to interest or instruct.

The town clerk of Newcastle (Mr. Ralph Park Philipson) wrote to Mr. Hall in 1871, thanking him for going to London to give evidence on the Town Improvement Bill, and to assure him that both the Corporation and himself "highly appreciated the valuable assistance" which he was good enough to render.

Mr. Hall, in 1888, took a part in the organising of a Charities' Central Collecting Agency, of which Sir Benjamin C. Browne was president, its object being to extend to Newcastle the advantages which at Liverpool, Glasgow, and other places had been found to result from a systematic collection of charitable subscriptions. He was one of the committee. A list of the various charities was furnished to subscribers, and they notified the sums they wished to contribute.

A vast number of subjects came before the Chamber of Commerce, and in most questions of vital importance to the trade or prosperity of the country Mr. Hall took a part. When Captain Lugard visited Newcastle, he had to receive him in connection with the Chamber of Commerce, when he said,—

“In the absence of our President, who is now on the Continent, the duty devolves upon me as one of the Vice-Presidents, and as being *one* of the oldest, if not the oldest member of this Chamber, to offer on behalf of the Chamber of Commerce of Newcastle and Gateshead a cordial welcome to our distinguished visitor, Captain Lugard. Africa, which until recent years was, comparatively speaking, a sealed book, has now become a centre of interest to all our Western Powers. I confess my ignorance as far as regards the advantages or disadvantages relating to the acquisition of Uganda, which has been the seat of the operations of our distinguished visitor; but looking forward to the addresses which Captain Lugard has kindly undertaken to deliver to-day, I feel convinced that we shall all be enlightened on the subject. Whilst Europe as well as America have erected Chinese barriers around their respective countries to exclude British trade, any market which we can find for our products must be welcomed by the British community, and hence let us hope that the present Government will allow the British Flag to continue to wave over Uganda; the retention of

which, if I understand rightly, means the suppression of the Slave Trade, and the certain opening out to commerce and civilisation of the East African Coast. The projected railway from Mombosa to the Great Nyanza will in all likelihood be the means of connecting civilisation with the Zambesi and the Nile. In our guest we have not only a brilliant officer but a farseeing and experienced African explorer, and one who in dealing with the natives has shown consummate tact, and inspired them with confidence in the honour and integrity of the British character."

This was on November 28th, 1892, when not a few of the old members of the Chamber had joined the "great majority," after hard and honourable lives in the industrial and commercial walks of the varied trades of Tyneside. Still, as Kingsley says,—

"And yet what bliss,  
When dying in the darkness of God's light,  
The soul can pierce these blinding webs of nature,  
And float up to the nothing, which is all things—  
The ground of being, where self-forgetful silence  
Is emptiness—emptiness fulness—fulness God—  
Till we touch Him, and, like a snowflake, melt  
Upon His light sphere's keen circumference."

In presiding at a lecture by the Rev. S. Pearson at Tynemouth, on "Matthew Arnold,"—"a worthy son," as Mr. Hall said, "of a worthy sire—such a life must necessarily influence the world for good." "It was difficult," he said, on proposing a vote of thanks to the lecturer, "which to admire most in the lecturer, the masterly knowledge he has of the subject, the beauty of his thoughts, or the chaste language in which he has clothed them. He is to be congratulated on his exceptional power in instructing and interesting his audience."

On June 5th, 1893, Mr. Hall took part in a meeting in connection with the Tynemouth Early Closing Association,

with the view of obtaining a weekly half-holiday for the tradesmen and their employés. He presided on the occasion, and said, after stating the object of the meeting,—

“We live in an age which is truly marvellous as far as the progress in art, science and industry is concerned, and also in the awakening of the public conscience to act in the interests of health, public morals, humanity, and justice. If we go back to the early part of this century we find it was necessary for Acts of Parliament to be passed to prohibit children of six years of age working in factories and mines for more than twelve hours, exclusive of an hour and a half for meals. It was, I believe, about twenty years later that Sir John Cam Hobhouse initiated the Saturday Half-Holiday Act for Factories. There was, however, notwithstanding Acts of Parliament, a loop-hole found for cruelty and overwork. It was, therefore, found necessary in 1833 to pass an Act that no work should be done by the young between half-past eight at night and half-past five in the morning, and that no child under thirteen years of age should work more than forty-eight hours a week. Nothing but law at that time had any power to stop that daily massacre of the innocents, yet, no doubt, manufacturers and mine owners were subscribing at that time to all good objects.

“I thank God we live in very different times to these, and with reference to the immediate object of our meeting, I shall point out that our tradesmen can suffer no injustice from complying with the wishes of their employés. I can understand that a manufacturer could be prejudiced by having his works stopped half a day in the week, for thereby the cost of production would be increased; but in the case of distributor, what he does not sell on the holiday afternoon he will sell either on the morning of the holiday or on some other day of the week. He is not necessarily obliged to increase his staff or to add to his expenditure, for the work not done on the holiday afternoon will be done at some other time. There can be no doubt that employés standing from early morning to



late in the evening in almost unavoidably vitiated atmosphere must be fatigued both mentally and physically, and can have little desire to indulge in either mental or physical recreation so necessary for health, and may in some cases lead them to resort to stimulants to the destruction of mind and body.

"There is another aspect to the case, one with which I am not qualified to deal—I refer to the medical aspect. Those whose occupation necessitates their standing for a long time on their feet, are liable to what I believe is termed the lateral curvature of the spine, the effect of which is a compression of one lung, and renders them more disposed to take cold. This particularly applies to girls under twenty years of age. Also amongst growing boys and girls a long continuous standing frequently results in flat feet, which affects the ligaments of the foot and diminishes the elasticity of the step and permanently weakens the foot, thereby rendering them in after life unable to take that amount of exercise which is essential to bodily health. There are other causes, such as varicose veins and other ailments well known to medical men. The want of fresh air and outdoor exercise leads to poverty of blood and its concomitant diseases. A break in the middle of the week, with Sunday's rest, would have a strong tendency to prevent such a condition of things as I have attempted to describe.

"I consider this not only a local but a national question. No one who notices the individuals in our crowded streets can fail to observe the general poverty of their physique, and in proof of which our army authorities to gain recruits have at different times within the last twenty or thirty years reduced the standard of height in the army. I well remember the soldiers that left these shores for the Crimea in 1855, and certainly they presented a striking contrast to many of the soldiers of the present day.

"As I have said before, this movement regarding a half-day's weekly holiday is, I think, of more than local importance, and if taken advantage of by those for whose benefit it is intended, by recruiting their health and strength, it ought to

commend itself to the community at large. In conclusion, let me add, that no one can be more in sympathy with the promoters of the movement, or wish more heartily for its success, in the interest of the well-being of the country at large than myself."

The practical character of the speech warrants its reproduction, and shows that whatever Mr. Hall went into, he went to the bottom of the question, even in such a simple matter as a half-holiday for tradesmen of a town like Tynemouth.

At a lecture given at Tynemouth in 1894 by a lady, on the manners and costumes of the people of Palestine, Mr. Hall, who presided, made the following opening address, for which he remarked that he was largely indebted to the Reverend Dr. Adam Smith's able work on the historical geography of the Holy Land :—

"We are gathered together here this evening to listen to what I have no doubt will be an interesting lecture, and I shall take up your time, with your permission, for a few minutes, to say a little on the topography of a land which is the glory of all lands ; and what I have to say will not, I assume, come within the purview of the lecturess.

"As you are aware, Palestine forms the southern part of Syria. Now, Syria is bounded on the west by the sea, by Mount Taurus on the north, and to the east and south by the desert. Syria is the northern and most fertile end of the great Semitic race, the peninsula of Arabia. Syria is not only the bridge between Asia and Africa, she is the refuge of the drifting populations of Arabia. She lies, so to speak, broadside on to the desert, and became the common receptacle of Arabian drift. Of this the Hebrews were an instance, who came over to her first from Mesopotamia, and then from Egypt.

"Others came because they had been crowded or driven out of the Nile or the Euphrates Valley like the Syrians, Philistines, and the children of Israel. Syria is broken up into

a number of petty provinces. In area Syria may be said to extend from north to south a distance equivalent to that which separates London from Edinburgh, and from east to west that which separates Newcastle from York. There is probably no older road in the world than that which is still used by caravans from the Euphrates to the Nile, through her southern provinces of Damascus, Galilee, Esdrael on the maritime plain, and Gaza.

"In distant ages Egypt and Assyria waged war against each other across the whole extent of Syria. Afterwards the Scythians from north of the Caucasus devastated Syria. When the Babylonian Empire fell, the Persians made her a province of their empire, and marched across her to Egypt. At the beginning of our era she was overrun by the Parthians. The Persians invaded Syria in the seventh century of the Christian era. She was subsequently overrun by the Turks and the Mongols. Pompey brought her under the Roman Empire sixty-five years B.C., and in this she remained until the Arabs took her in the hundred and thirty-fourth year of the Christian era. The Crusaders held her for about a century, from 1098 to 1187. Napoleon the Great made her the pathway of his ambition towards that Empire on the Euphrates and Indus whose fate was decided through the instrumentality of the British fleet at St. Jean d'Acre in 1799, burning in his first great retreat the towns and harvests of Philistia, and massacring his prisoners.

"In the early stage of Jewish history the Jews could watch from their hills all the spectacle of war between them and the sea, the burning villages, the swift, busy lines of chariots and cavalry, years before Jerusalem herself was threatened.

"Palestine, as I have said, formed the southern half of Syria, and is embraced within the area of Dan in the north, and Beersheba in the south—a distance, roughly speaking, covering that between London and York, and from east to west that which covers York from Newcastle.

"At Dan there is a mound from the foot of which gushes

out one of the largest fountains in the world, the main source of the Jordan. If we take our stand upon Mount Ebal, which lies in the centre of Palestine about two thousand three hundred feet above the level of the sea, the view virtually covers the whole land, and from it all the physical features of the country and most of the famous scenes of history are in sight. It is on Ebal that we feel the size of the Holy Land. Hermon on the north and the heights of Judah on the south, are both within sight ; while Jordan to the east is not twenty, nor the coast to the west thirty miles away, and the old wonder comes strongly upon us of the influence of so small a province on the history of the whole world. It was on Mount Ebal that according to the command of Moses the Israelites were, after their entrance on the Promised Land, to 'put' the curse which should fall upon them if they disobeyed the commandments of Jehovah. Here on Mount Ebal it is supposed the children of Israel were gathered when a copy of the Law of Moses was written upon the twelve stones in the presence of Israel.

"Palestine, formed as it is, and surrounded as it is, is emphatically a land of tribes. The simple distinction between mountain and plain enables us to understand the course of the invasion of the great empires which burst on Syria : these more intricate distinctions of soil, altitude, and climate, explain how it was that the minor races which poured into Palestine from parts of the world so different as Asia Minor, Mesopotamia, Arabia, Egypt, and the Greek islands, sustained their own character in this little crowded province through so many centuries. In Palestine there is every climate between the sub-tropical at the southern end of the Jordan, and the sub-alpine at its northern source. All the intermediate steps between these extremes the eye can see at one sweep from Mount Carmel.

"Galilee, the most northerly of the three provinces of Palestine into which, after the exile, the land west of the Jordan was divided, recalls a name which binds together so many of the most holy memories of our race. Galilee measures

about fifty miles north to south, and from twenty-five to thirty-five east to west. To her dependence on the Lebanon Galilee owes her water, and her immense superiority in fruitfulness to both Judæa and Samaria. The population was very numerous, and Josephus reckons in this respect a population of three millions. Nazareth, the home of our Saviour, rests in a basin among her hills. According to one tradition it was at the Fountain of the Virgin, which lies at the north-east extremity of the town, that the mother of Jesus received the angel Gabriel's salutation, 'Hail! thou that art highly favoured; the Lord is with thee, blessed art thou among women.' Nazareth had a bad name amongst her neighbours for irreligion and laxity of morals. It was a Galilean and not a Southern Jew who asked the reproachful question whether any good thing could come from that source.

"From Nazareth Esdraelon lies before you with its twenty battle-fields, the scenes of Saul's and Josiah's defeats. There is Naboth's vineyard and the place of Jehu's revenge upon Jezebel; there Shunem and the house of Elijah; there Carmel and the place of Elijah's sacrifice. The Lake of Galilee, which lies six hundred and eighty feet below the level of the sea, was the focus of the whole province. The lake is thirteen miles long, and its greatest breadth is eight, and presents a very different aspect than it did in the days when Jesus came down from Nazareth to find His home and His disciples upon these shores. Where there are now no trees, there were then great woods; where there are marshes now, there were noble gardens; where there is but a boat or two, there were then fleets of sails. There were nine cities round the lake, each said to have had not less than fifteen thousand inhabitants, and some probably with more.

"The three towns of Capernaum, Bethsaida, and Chorazin, which lay on the lake, whose sites are now uncertain are, strange to say, the three towns which our Saviour, for their unbelief, condemned to humiliation. The industries of the Lake of Galilee were agriculture, fruit growing, dyeing, and

tanning, but chiefly fishing and fish curing. The pickled fish of Galilee were known throughout the Roman world. Not only were large quantities taken up to Jerusalem at the season of the yearly feasts for the multitude which gathered there, but large quantities were carried round the Mediterranean. The fisheries of the lake were pursued by thousands of families, and it was, as you know, in the ranks of those who followed this free and hardy industry that Christ looked for His disciples.

“ We must pass hurriedly on, travelling southwards, and to reach the middle province of Samaria we must traverse the Plain of Esdraelon, which breaks the central range of Palestine that runs from north to south and affords a clear passage from the coast on the west to Jordan. On the east is the great road between the continents of Asia and Africa. This plain is the classic battle-ground of Scripture. From Jezreel, which lies about twenty miles up the plain, you see Jehu's ride from Bethshan to the vineyard of Naboth at your feet. You see the enormous camp of Holofernes spreading from the hills above Jenin. You see the marches and the counter-marches of Syrians, Egyptians, and Jews. It was in Bethshan that the corpses of Saul and his sons were hung up by the Philistines. It was on the River Kishon, which flows through this plain, that the total defeat of the Midianites by Gideon took place and the murder of Sisera by Jael. On the same river lies Jezreel where Jezebel, wife of Ahab, was dashed out, by Jehu's command, from her palace window and trodden to death by the conqueror's chariot. Through this plain of Esdraelon, Pompey, Mark Antony, Vespasian, and Titus passed at the head of their legions. In the fourth century Christian pilgrims arrived. Three centuries of this and then the desert swarms sweep back, now united by a common faith, that of Mahomet. Upon this plain the greatest empires, races, and faiths have contended with each other.

“ We will now hurriedly traverse the plain and enter the middle province of Samaria, rich in historical memories. The

“ Among the rivers of the world the Jordan is unique. From its source in Hermon and the Lebanons it falls from the sea level to as deep as one thousand two hundred and ninety-two feet below the sea at its entrance into the Dead Sea, while the bottom of the Dead Sea is one thousand three hundred feet deeper still. Exclusive of the two lakes into which it runs it is one hundred miles long and flows through the deepest chasm known on the earth ; next to it are the salt fields in the Sahara in Africa, the deepest of which does not exceed three hundred feet below the Mediterranean.

“ It has been remarked that in its physical character Palestine presents on a small scale an epitome of the natural features of all regions, mountainous and desert, northern and tropical, maritime and inland, pastoral, arable, and volcanic.

“ There is another characteristic in connection with Palestine, and with this remark I will conclude, and that is its lack of monuments and personal relics of those who possessed it for so many centuries and gave it its claim to our veneration and affection. When compared with other nations of equal antiquity—Egypt, Greece, and Assyria—the contrast is truly remarkable. In these countries we find a series of buildings, reaching down from the most remote and mysterious antiquity, recording the progress of the people in culture, art, and religion, but in Palestine it is not too much to say that there does not exist a single edifice or part of an edifice of which we can be sure that it is of a date anterior to the Christian era. I must now bring my hasty remarks to a close, as I feel I have already transgressed too long on your patience. My object has been to put before you an outline of the physical characteristics of Palestine, so that you may be able more fully to appreciate the lecture to which we are looking forward.”





